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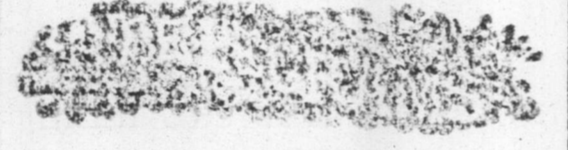
THE STAR.

MONDAY, MARCH 15th, 1875.

THE paper has been unavoidably detained till to-day, (Monday). It will appear again on Friday.

THE sealing voyage has now commenced, and so far presents a somewhat gloomy aspect. What degree of success will attend the efforts of these noble hearts who have gone forth to brave the dangers of the frozen deep, remains as yet in obscurity. At this stage of the proceedings, however, we cannot refrain from remarking, that, taking into consideration the very important nature of this branch of our staple industries, so little light has been thrown upon the nature and general habits of the Seal, even by those who might be supposed to know best; many and diversified are the opinions which prevail respecting this animal. Some of the oldest 'seal killers'—whose interests have been associated in the operation of the fishery—and whose whole life so to speak, has been spent in its prosecution, are as entirely ignorant and unacquainted with its habits and natural productiveness, as to form little or no guide whatever, to establish any reliable criterion, whether the extermination of the seal is likely to be a probability, or otherwise. The recent introduction of steam power, however, in the prosecution of the fishery has had the effect of establishing an almost universal opinion that this course which is now pursued in, if continued will eventually prove most disastrous to the fishery. The question, therefore, resolves itself into a very narrow space and may be put in the following manner: If the supply is not equal to the demand then exhaustion must consequently be the result, and that sooner or later. It is to be regretted that in the face of such a force of testimony the merchants whose interests are equally involved with those of the people, should persist in following up this mode of conducting the voyage which must necessarily ere long terminate in the ruin of this important fishery. The attention and efforts of the Legislature have been engaged Session after Session in framing laws affecting matters of little or no import compared with those of the seal fishery, and in adopting certain restrictions and regulations connected with local matters, even attending to the carrying out of the game

laws which altogether cannot be looked upon in the same light and with the same degree of importance as does the seal fishery. They have stood aloof watching the increasing injurious effect which such a course has produced since after season—encouraging at least in a certain way this universal slaughter and wholesale destruction of the most valuable of our resources—without putting forward any effort to prevent, or check the increase of this pernicious course. They have allowed this evil to assume a most grave and serious aspect; sapping at the very foundation of our most valuable fishery, and also undermining the commercial economy of the country. Almost every one is familiar with the fact of the policy adopted by the governments, both at home and elsewhere, it being concentrated in protecting and stimulating the staple industries of their people—not merely for the present time, but for the benefit and accommodation of future generations. Why then we ask can our Legislature remain indifferent so long, watching with open eyes and ears the system carried on? All we have to say is, this avarice on the part of the merchants, and careless indifference on the part of the Legislature, will ere long involve the country in inextricable ruin.



Glackstone is out in a new Pamphlet, entitled 'Vaticanism.' He maintains his original assertions, eulogizes Newman, whose secession is the greatest loss to the English Church since Wesley's; acknowledges the loyalty of Catholics unchanged; refutes Manning's assertion, that the claims of the Roman Church are not changed by Vatican decrees, &c. The French assembly yesterday passed a Bill constituting a senate to be composed of deputies from Assembly, members elected by colleges, councillors, general councillors, of arrondissements and delegates from municipalities. New York, 24.—Gold 114. Paris, 25. The French assembly yesterday passed a Bill by 448 to 241. Professor Wooster has discovered a new planet of the 29th magnitude. Montreal, 25. Father Chiquoy lectured last night sticks and stones were thrown and broken heads resulted. A few revolver shots dispersed the mob; no one shot. New York, 24.—Gold 114. Paris, 25. MacMahon called on M. Buffet to form a new ministry. Public Powers bill passed Assembly. London, 26. The steamer Hong Kong foundered in the Indian Ocean; 6 drowned and 18 missing. New York, 26. Terrible accident. An unsupported wall, adjoining St. Andrew's Church was blown over the roof of the latter; several killed; a large number wounded. Gold 114. Westville N.S., 26. The Drummond colliery is again on fire owing to a shot fired in new working shaft barrier separating old pit; and the men escaped; a few horses perished. No serious explosion occurred yet and from the precautions taken it is hoped none will occur. London, 27. Germany received a memorial from the Protestant clergy of Spain, complaining that their liberty of worship was threatened. Similar memorials were sent to the Protestant Powers of Europe and to the United States. Paris, 26. Debats says M Buffet declined to form a ministry, but it is hoped he will reconsider the matter; should he form a ministry the Left Centre will support M Dufaure for president. It is believed the Carlist campaign will close in the Spring. New York, 27.—Gold 114. London, March 2. In Commons the Irish Chief Secretary introduced a bill lessening the fine for beating arms unlawfully, repealing law closing public houses, and arrest of persons found out at night in proclaimed districts, and removing restrictions on newspapers. Secretary stated that Government will re-enact law against ribbonism in Westmeath, and pointed to the fact that Mitchell was elected because he degraded he never would be at

peace with England. Harrington supported Bill which passed first reading. French Assembly re-elected Buffet President—479 to 72. Fighting continues near Bilbao. New York 2. General Tracy in opening Beecher's defence, said whole life of latter was denial of allegations. God 114. London, March 4. The steamer Gotten erg, was lost in Bass Straits; only 4 saved out of 120 passengers and crew. North German Gazette says the French Government ordered the purchase of 10,000 cavalry horses in Germany, hopes the government will take steps to prevent such purchase. Buenos Ayres Palace and house of Jesuits sacked and burned. The question regarding Mitchell is whether or not he is a United States citizen or a convicted felon and citizen of another country. New York, 4. Cushing received credentials and will present them to Alphonso this week. Gold 115. London, 5. If the present negotiations fail, MacMahon will form a ministry without further talk with Assembly. William by decree prohibits the exportation of horses from Germany. He also demanded the dismissal of Papal nuncio from Bavaria. Archbishop Manning has been summoned to Rome. It is stated that he will be made a Cardinal. Oxford and Cambridge crews take up quarters on Thames on Monday next; betting even. New York, 5. Beecher's case has been postponed owing to the illness of a juror. Calcutta via London, 5. Kenesly's organ, the Englishman says it is rumored that the Indian Government have received orders to hold all the regiments in immediate readiness for active service. It is supposed that the order points to the possibility of war on a large scale, not in India, but in Europe. The Post says that the adoption by the Reichstag of the new ecclesiastical Bill withdrawing all state endowments from Catholic clergy is considered secured. There is reason to believe that the government is preparing another measure requiring test oath from Catholics in civil service. Ottawa, 6. Wife of Hon T. D. Archibald, senator of Sydney died suddenly in this city this evening. London, 1. Sir James Hope Grant Arthur Help and Claude Louis Mathew are dead. A B. P. C. Canterbury and York and all Bishops, except two congratulate the clergy and laity on the progress of the Church and strong administration of the former against illegal Ritualistic practices which tend to isolate the clergy from the people. Times special states that Pins permitted the Austrian Bishops to comply with the law, compelling them to modify the authorities of the name of priest appointed to livings. Berlin consists this an evidence that Pins is actuated by political in times as rest to a similar law in Prussia is the principal cause of the late trouble in Roman Church. The order, forbidding the sale of the 19th century newspapers in France has been rescinded. Alfonsists and Carlists are exchanging prisoners. Ottawa, 8. Costigan school regulation debate occupied the House until 11 p.m., and adjournment of debate to be continued on Wednesday. London, 9. Alfonsists and Carlists are exchanging prisoners. Santander in great force Six hours fighting near Figueas; 300 Alfonsists killed. Carlists are bombarding Oriu. It is stated that it is difficult to prevent the young king from abdicating in favor of Montpensier. It is reported that the French Cabinet is composed as follows:—Buffet, President of Council, Dufaure, Minister of Justice; Duke Duffret Pasquis, Minister of Interior, Decazes, Foreign Minister, Leonsay Minister of Finance; Wallon Instruction; De Cissey, Minister of War, Aumier, Montaignac Minister of Marine. TERRIBLE FATAL CASUALTY. Twenty Lives Lost, and Twenty-Two still in Jeopardy. The following telegrams were received here on Thursday last: St. Mary's, March 4. Sad loss of life here. In boarding and leaving an abandoned vessel, twenty men—out of forty-two belonging to this place—were drowned and died on the ice. There are hopes of the other twenty two being on board the vessel and driven off. The following is a list of the dead: John Power, W. Ruben, James Peddle, Patrick Fegan, John Power and son, W. Neal and son, J. Whelan, James and Thos. Barry, Peter and James Grace, Richard Critch, Patrick Dobbin and two men named St. Croix. Salmonier, March 4. Nearly all the men of St. Mary's left the shore on Tuesday morning to board an abandoned vessel jammed in the ice about two miles South-west of Cape English. The ice slackened off in the evening and she was driven out to sea with the wind East north-east, frozen up in a large sheet. All succeeded in getting on shore with the exception of forty-two men. There is a certainty of twenty or them drowned and died on the ice in the storm, and hopes of the other twenty two being on board the vessel.

Nothing wrong with hull or material, has no compass and but little provisions. She is a French vessel named the Violetta, Granville master, from France bound to St. Pierre; cargo salt, rum, sugar, coffee, etc. All her crew safe at Holyrood; captain dangerously ill. So melancholy a casualty as this seldom occurs on our coast and rarely does it occur at the westward, no similar event having taken place there within our recollection. We hope we may never be called upon to record such another. Twenty poor fellows are known to be dead, but of the other twenty two we know nothing. It is more than probable they are on board the Violetta, but if so they are short of provisions and may have to suffer much before they can make port, if they ever succeed in doing that. It is not possible to make any search for them by steamer from St. John's, because the offing is now completely ice-locked, but a telegram might have been dispatched to Halifax ordering a steamer out in search from that port, if there is one there. With the winds we have had the abandoned vessel would be almost as easily reached from that port as from St. John's. The Newfoundland may be fortunate enough to fall in with her, but we earnestly hope that we may hear something satisfactory respecting the fate of these people before our next issue. We notice that in giving some particulars of this casualty yesterday the Newfoundland the government organ, does not suggest any course of action on the part of the Government looking to a search for this vessel. This may be an omission, and we shall be glad to find that it is so.—Chronicle, March 6. LATER. SALMONIER, March 6. Thursday, at 4 o'clock p.m., the vessel was seen with canvas set and men on ice about 15 miles from land, South-west from Cape Freels; a lake of water between vessel and men; if not taken off, will perish on the ice. Intelligence has been received by cable that the schooner Emma, of Quebec, from Harbor Grace, N.B., for Penamouco, has been abandoned at sea. Crew has arrived at Liverpool.—Herald. [The schooner Emma, was built by Mr. Artista Belanger, at Cape St. Louis during the winter of 1873. She was 237 tons register, classed in the Bureau Veritas 3-3 G. I. 1, for eight years, and was the first vessel of this class and size built under the new Pilot age Act. She was of superior construction and had a complete outfit for a sea voyage. The Emma left Montreal with a cargo of provisions in November last, for Newfoundland where she took in a cargo of fish, and sailed from Harbor Grace for Penamouco, under command of Capt Pierre Gagnon.—Quebec Chronicle.] A disturbance took place in town yesterday which before it was put down assumed an alarming aspect, though it originated in a trifling manner. A quarrel took place on board the sealing steamer Island, Capt Charles Daw of Bay Roberts lying at Messrs Stabbs' wharf between one of the firemen and some of his shipmates. It seems that the fireman belonged to, or was a resident of St. John's and the other man belonged to Bay Roberts. Whatever may have been the merits of the quarrel it very rapidly extended to a general fight between St. John's men on the one side and outboard men on the other. It lasted for several hours and was carried on on the leeward, the Greenland—which was piling on the other side of the wharf and had a crew composed principally of outboard men—on the wharf on the ice in the Harbor and in water street. We cannot now give full particulars as the accounts so far are conflicting, and a police investigation is going on. Several men were badly injured, and the combatants were ultimately dispersed by the united efforts of the mounted police some clergymen and other leading citizens. We understand that an order has been issued by the Magistrates forbidding licensed liquor dealers to sell intoxicating liquors until after the departure of the sea-ice fleet.—Ledger March 11. AN OCEAN HORROR. The burning of the Pacific mail steamer 'Japan' near Hong Kong which took place on the 17th December last, was one of the most dreadful calamities of a particularly calamitous year, involving as it did, the loss of 390 lives. The Japan left Yokohama on Friday, the 11th December with a crew including captain and officers of 128 men, with two cabin passengers, two European steerage passengers and 425 Chinese making a total of 557 souls on board. There were also 220 tons of cargo, \$358,508 worth of treasure and seven packages of mails. The following is the account of the disaster given by the captain of the Japan before the Court of Enquiry held to investigate the matter at the United States Consulate, Hong Kong: Edward R. Wasaw, late commander of the Japan sworn, said:—I have been a master mariner for eighteen years, out of which I have commanded steamers for seven years during six of which I have commanded Pacific Mail steamers. The Japan was my last command. I was in command when the vessel was destroyed by fire on the night of the 17th inst. The fire broke out at 11.25 p.m. I first heard a muffled sound among my passengers on the main deck, which intimated to me that something was wrong. I was by the

pilot house. A minute later I heard a cry of fire. Upon hearing the confused noise I sprang towards the pilot house; the door was open. When I reached the door step the second officer who was officer of the deck, cried out "Fire!" I rang the jingling gong to stop the engine and at the same time sounded the fire alarm, and ordered all ventilators to be turned from the wind port and my helm and ordered the topsail balyards to be let go, in order to bring the ship to the wind. At this time I had been running before wind. My object was to prevent the smoke from being carried fore and aft the ship. Immediately on the alarm of fire being given three streams of water were brought to bear upon the fire room and three streams were directed upon the engine room, from which also dense volumes of smoke were issuing. All the available hose and connections were brought into use (we threw twenty four streams from the main engine). We could, however, only bring twenty to play on the fire in the places indicated and on the steerage, and these were all brought to bear within ten minutes from the time of the first alarm. We cut holes in the steerage deck on the port side abreast of the engine and fire rooms. We directed three streams here and covered the holes with blankets. I then instructed the officers who were with me to cut holes in the aft steerage hatch communicating with the freight deck. I saw large volumes of smoke but no fire. About that time the fourth officer took off the fore hatch to see if he could make out the fire. He did not. The first blaze that I saw was issuing from the ventilator over the forward fire room. During this time all available hose and connections were laid to bring all the hydrants to bear, fore and aft, making in all twenty streams. I now gave orders to my messenger to tell the chief officer to detail men to swing out and clear all boats ready for lowering. I then went below again to the steerage, cut a hole abreast of the foremast through the deck and saw fire. I applied a hose to it, and then went aft on the port side pulled the but out of a hole which we cut before and saw fire. This was directly under the ash shoot. Apparently all the deck below and the bulk head between the engine room, fire room, and wind bunkers on the port side, were on fire. I inserted the hose again into the hole, covered it up, went up on the hurricane deck, and saw the third officer and a gang of men swinging the forward boats and the second officer and another gang swinging the after boats. I advised Dr. Tyndal then to make ready to leave the ship and passed the women in his charge telling him that I thought we would be compelled to leave. I then went back to the side of the fire, where my officers and men were doing their utmost to extinguish it. We fought the fire for about fifteen minutes after this. Finding that all efforts proving unavailing, and that the fire was rapidly gaining on us and that the water was evidently falling in supply from the fire engines caused by the fire and smoke issuing from the fire room and engine room, and that it would have been impossible for any man to enter that part of ship. I then started with a view to save life. I went aft as far as the engine room door on the port side when flames cut me off. I took a general survey of the weather side of the ship, saw that all boats were lowered and away from the ship on that side, the people forward, having apparently life preservers on them. I passed along the port or lee side about the social hall, and saw two boats hanging by their davids. I gave orders to the second officer to wait along side the ship for me, and I returned to the weather side of the quarter deck, took a general survey of the ship saw that the metallic life raft forward was overboard, saw the captain's gig was gone, that the nonpareil raft was gone and that all the seats on the quarter deck had gone. I opened the engineer's room door and called him. He, receiving no response I went aft and lifted the skylight, called out to see if there was any life on board aft, and not hearing any response, concluded to leave the ship. I went over the ship's side at a quarter to one a.m., on the 18th. I showed our boat clear of the ship came round under the stern and used every endeavour to save life and picked up a number of Chinese, all of whom had life preservers on, or were on pieces of wreck, or hatches, chairs, &c. Remained to the windward of the wreck until the daylight when we went in search of the other boats. I fell in with and engaged a Cape Chi fishing smack in which I cruised about in the vicinity of the wrecked material and succeeded in picking up five boats and saving 117 souls from boats and water. At about two p.m., on the 8th, seeing no more life I stood in for the land. At 6.30 p.m., about a mile from land communicated with the steamer Yotting. The captain took us on board and conveyed us to Swatow, whence we took passage in the steamer Yesso for this port and arrived at two p.m., on the 20th.