

American.

A New Arctic Expedition.

For more than two centuries men have sought to penetrate the regions surrounding the North Pole, but thus far their efforts have been attended with but slight success, and but comparatively little has been discovered there. Undaunted by failures in the past another expedition started from San Francisco on Tuesday last; which on several accounts promises to be more successful than those which have preceded it. The vessel which has sailed on this new Arctic expedition is the steam yacht 'Jeanette' which was fitted out by Mr. James Gordon Bennett, of the 'New York Herald,' who has already in several instances shown his enterprise as a promoter of discoveries. The vessel is especially designed for service among the ice fields; her equipment is as perfect as money can make it, and her crew of twenty-five men has been selected with great care from more than thirteen hundred applicants. She is provisioned for three years, so that she can remain three winters in the ice if necessary. She carries with her one hundred and thirty tons of coal, and will have her bunkers refilled at Alaska. A large 'cache' of coal and provisions will be made at St. Michaels to serve as a reserve in case of the wreck of the vessel, or for the use of the crew on the return voyage. The expedition is under the command of Lieut. Geo. W. DeLong, of the United States Navy, who has already had some experience as an Arctic voyager. It is proposed to enter the Arctic Ocean by way of Behring's Straits, and to push into the ice floes north of Cape Barrow as far as the 'Jeanette' can be worked this season. From that point the journey will be continued with dogs and sleds, using the vessel as a base of supplies. The length of time for which the 'Jeanette' carries supplies will allow ample time to experiment with over-ice locomotion after the vessel has reached the extreme limit of her Northern journey.

It is said that the late G. W. M. Reynolds had made more money by his sixty or seventy cheaply sensational novels than many of the most distinguished authors in Great Britain. His earnings from his stories have been estimated as high as £60,000, which may be an exaggeration, although that would not be much more than £4,000 a novel, and some of his novels are reported to have brought him in \$8,000, \$9,000, \$10,000 and even \$12,000 each. Tyndall, Darwin, Huxley or Carpenter has ventured to assert, never made one-third as much by his life-long devotion to science. Mathew Arnold, considered one of the most cultured and intellectual authors in Great Britain, could not count, it is said, £10,000 as the direct product of his pen. Carlyle, ranked by many as the first thinker of his time by all as a master mind, has, after a career of continual activity and the publication of forty or fifty volumes, acquired, in his 84th year, an income of little more than £1,000. Robert Browning, held by a number of critics to be the first of living poets, would not have been able to support himself had he not had a private fortune.

The New York Herald says of the secret of Hanan's success: Well, how in the world did this man whip Elliott and Courtney and Hawden? Ask him, and he won't tell you. Try hard to draw from him the secret of Elliott's doing what seems so poorly. No; he won't tell you that. He is plain very wary, lest he shall "give himself away." But has he not done so, at least in part? When told that he had found that trying a very long slide in his boat, drawing the knees up as close to his body as possible and then kicking out as viciously that it looked as if he would kick the boat to pieces, sent the craft along at a tremendous rate, but used the rower up in no time, he and Ward looked at each other and laughed knowingly. He then admitted that his practice is to draw his knees up until they come directly under his armpits at the beginning of the stroke. He further said that whenever he begins rowing after been for a time idle he always aches across the knees. These two things together with the fact that such unwonted use of the knees forced the oarsman to greatly hook his back, and the fact that Hanan is notoriously a round backed rower, help to solve the riddle. Whatever the other contributing elements he has certainly found out how to use his legs, a thing which most oarsmen do not know, and this they would speedily find out if they exchange their seven or eight inch slides for his of fourteen inches.

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. HIERLIH. Heart's Content—Mr. M. MOORE. Bell's Cove—Mr. Richard Walsh, Post Office, Little Bay. Twillingate—Mr. W. T. ROBERTS. Fogo—Mr. Joseph Re dell. Milton 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, please hand in their names to A. T. Drysdale, Esq.

THE CARBONEAR HERALD

"Honest Labor—our noblest heritage."

CARBONEAR, N. F., AUG. 7.

During our recent visit to the north, from conversation with various parties as also from personal experience, we were most forcibly impressed with the urgent necessity for a more perfect and more frequent system of communication than that at present existing, between the metropolis and the extreme northern portion of this colony. That the establishment of such a system of communication would most materially contribute to the convenience of the majority of the population of that important section of the country, and tend to increased enterprise and speculation in the development of its invaluable mineral and other resources, we feel confidently assured there can exist but little doubt. In venturing this opinion we speak in full view of the vast amount already achieved in the latter respect, notwithstanding the serious disadvantages against which those engaged in agricultural and mineral enterprise in the region referred to, most unquestionably must have had to contend with up to the present date. The improvement would suggest would be, the location of a steamer on that portion of the coast extending from Cape Freels to the mining regions, and connecting at the former with the present northern coastal steamer. Were such an alteration once effected, in our opinion no difficulty would be experienced in the performance of a service for at least eight or nine months of the year, and did the weather permit, as was undoubtedly the case during the past winter, uninterrupted weekly communication might easily be kept up with the northern districts. The subject to which we refer is one well worthy of serious consideration, as affecting the interests of that most important region, and the improvement suggested is one, which in the future could not fail to tend to the most satisfactory results, both as regards the increased happiness and prosperity of its people, and increased energy and enterprise in the developments of its resources.

The 'Molly Porter,' 'Crescent,' and 'Sunbeam' arrived here Monday last from the Grand Banks for bait, and having secured a supply of squids left again next day. Since baiting here about a fortnight ago, these vessels have secured equal to from 150 to 200 qts dry fish, each and would have done much better had their limited supply of bait held out.

During the last four or five days what might be termed a mere shadow of improvement has taken place in the fishery on this side of the Bay, some boats off Fresh Water and along the Island ledge having caught from half to one qt. each per day.

[TO THE EDITOR OF CARBONEAR HERALD, ST. JOHN'S, AUG. 5.]

DEAR SIR,—As you probably are aware, the most interesting event of Metropolitan news just now is the 'Uncle Sam.' You have heard of the hearty we come with which Captain Goldsmith and his brave wife were received. At least in the supposition that you know all about it, I shall only say that it was just what it ought to be none being better able to appreciate 'pluck' than Newfoundlanders. It is said that Mrs. Goldsmith will not continue the voyage, her health being somewhat impaired. However, she has given sufficient proof of her courage, and I have no doubt thinks as lightly of a voyage across the Atlantic in the 'Uncle Sam' as of the voyage from Boston to St. John's.

The Regatta is the next important subject. There is a universal desire to make it a complete success, and, I have no doubt, that wind and weather favorable, it will be one of the best ever held in the country. It is to be hoped that the Bay will be well represented, more especially Carbonear, just now the subject of so much conversation, for which it has to thank the 'Herald,'—a paper which has made it well and favorably known.

I am sure you must be amused with our 'dailies.' Have you noticed the ability with which they are edited; the learning with which they abound, the vast amount of solid information which they are bringing to bear on the several industries of this Newfoundland of Ours? How touching is the 'Evening Telegrams' picture of the failings of poor 'Katie Kavanagh' or the misfortunes of 'Paddy O'Neil.' The 'Evening Telegram' and the 'Evening Chronicle!' What other is so blessed as the people of St. John's. The leaders of these papers are models of classic writing. There is, however, a difference in the styles: that of the 'Evening Telegram' being Roman—that of the 'Evening Chronicle,' Grecian. The one touches the heart, the other moves the reason. The former is warm, pathetic, fascinating, the latter, cold, classic, convincing. The 'Evening Telegram' is a little earthly—the 'Chronicle' almost divine. Both are admirable illustrations of what can be done by men of genius to refine public taste and guide public opinion. With such examples before you, why don't you start a 'Telephone' daily?

Not the least interesting topic of Metropolitan conversation at present is the dispute in the Harbor Grace Standard, against the constitution of the Road Board. Some are of opinion that religious distinctions should not be acknowledged in public bodies. Others think the contrary ought to be the rule. In my opinion the latter are right. 'Macadam's' reasoning is all one-sided, and rather offensive, I presume. For my part I don't see why Roman Catholics should not be represented on Road Boards in proportion to their numbers; it is neither a favor, nor a privilege, but something to which they have a strict right. And although representation of religion on Boards is not their *raison d'être*, yet representation according to religion is a *conditio sine qua non*—an indispensable requirement of their just and satisfactory constitution. It is to be hoped that justice will soon be done in this matter. Meanwhile one cannot but regret that the matter has become public, as no doubt had private representation been made to the proper source, justice would have been done long since. In my next I shall endeavor to give more interesting items.

ALEMO.

Local and other Items.

The extensive circulation of the 'Herald' throughout Conception Bay and the various outport districts of the colony render it a most desirable medium for advertising purposes. We would direct the particular attention of business men generally to the above mentioned most significant fact.

By private letters received from the Labrador, we learn that the fishery along that coast from Domino to Henley Harbor, is better than for the past ten years—boats 50 to 100 quintals.

The barquentine 'Muriel,' owned by the Hon. John Rorke, left here on Tuesday last for Labrador, for the purpose of loading with fish for Europe.

From New Perlican we learn that the trawlers from that place and neighborhood continue doing fairly in the deep water fishery Trinity Bay, when ever bait is obtainable.

The 'Uncle Sam,' which left Boston on the 1st June, with Captain Goldsmith and his wife on board, to sail around the world, arrived at St. John's on Thursday last. She is sloop-rigged, and is 18 feet over all; breadth 6 ft. 3 in.; depth of hold 3 ft. 2 in., and about one and about one and a half tons burthen. We learn that Captain Goldsmith's wife will not accompany any further on his perilous voyage, and that he offers \$2000 for a mate. The 'Uncle Sam' leaves St. John's some time during the present week going direct to Ireland.

The English schrs. 'Merry Heart' and 'Frank Emmett,' cleared by Hon. John Rorke, left here this week for the Labrador.

A large number of excursionists will leave Harbor Grace, by the str. 'Lady Glover' and 'Lizzie,' on Tuesday next, for the purpose of attending the Regatta to take place at St. John's.

'UNCLE SAM'S' RAVAL.—We learn from the 'Halifax Reporter' that the 'Golden Gate,' the smallest craft that ever started for a trip around the world, left New York last month for Capetown. She is schooner rigged, 19 feet long, 2½ feet depth of hold. Her crew, Captain H. F. Burrim and first officer Andrew B. Coon are experienced navigators, and are confident of making a safe voyage.

The 'North Star' of Saturday last says:—We learn that a whale measuring about 37 feet in length was captured at Longharbor, Trinity Bay, about a fortnight ago, by Messrs. Newhook and Reid. The animal was taken by seines, which were very much damaged by its attempts at escape. The fish produced fourteen puncheons of fat, and about 180 lbs. bone. Several sharks accompanied the whale to port, and were captured from the beach.

In the mountains of the Tyrol, it is the custom of the women and children to come out, when it is bedtime, and sing their national songs, until they hear their husbands, fathers and brothers answer them from the hills on their return home. On the shores of the Adriatic such a custom prevails. There the wives of the fishermen come down about sunset and sing a national melody. After singing the first stanza they listen awhile for the answering strain from off the water, and continue to sing and listen till the well-known voices come borne on the tide, telling that he loved ones are almost at home. How sweet to the weary fisherman, as the shadows gather round him, must be the songs of his loved ones at home, who sing to cheer him, and how they strengthen and lighten the bonds that bind together those humble dwellers by the sea. Truly it is amongst the lowly in this world that we find some of the most beautiful customs in practice.

We are glad to hear that an improvement has taken place in the fishery about St. John's.

A French paper mentions a cure for hydrophobia which was discovered by a French physician, who cured a woman bitten by a dog at Wickrath near Dusseldorf, by injecting twenty centigrammes of curare under the skin.

The following is the Report of the Labrador fishery news, received by the coastal steamer 'Curlew,' which arrived at St. John's last week:

- July 13—Salmon River—Boats 100 to 160; seines 100 to 250.
- Banc Sablon—Boats 30 to 40; seines 100 to 300.
- Porteau—Boats 40 to 60 qts.
- Lance au-Loop—Boats 70 to 100; seines 250 to 500.
- 14—Red Bay—Boats 15 to 20; seines 30 to 50.
- Bateau—Boats 10 to 25; seines 100.
- Henley Harbor—Boats 10 to 15; seines 60.
- 15—Chimney Tickle—Boats 40 to 70; seines 250 to 300.
- Cape Charles—Boats 40 to 60; seines 100 to 200.
- 19—Cape Harrigan—Three crafts here no fish.

- 20—Turnavick—Boats 40 to 60; traps 300 to 400.
- Lilak—Boats 20 to 30; seines 100 to 200, traps 300 to 500. 70 craft.
- 21—Vannock's Island—Boats 10 to 20, traps 400 500. 4 crafts.
- Adnavick—Boats 40 to 60, seines 200 to 300.
- Ragged Islands—Boats 40 to 100.
- Cape Harrison—Boats nothing; seines 400 to 500. Traps 500 to 600. 40 craft.
- 22 Sleigh Tickle—Seines 25 to 50 per day. 10 craft.
- Hoton—Boats 40 to 80; seines 300 to 400.
- Horse Harbor—Boats 50 to 80; seines 80 to 400.
- Dark Tickle—Boats 40 to 50, traps 400 to 500.
- Emily Harbor—Boats 40 to 50, seines 300 traps 250.
- Brig Harbor—Boats 10 to 40, seines 200 to 300.
- White Bears Island—Boats 40 to 50, seines none.
- Smokey Run—Boats 30 to 60, seines 300 to 500, traps 700.
- Indian Harbor—Boats 30 to 60, traps 300 to 500.
- 23. Rigolet—Salmon fishery poor.
- 24. Pack's Harbor—Boats 30 to 70, seines 600.
- Long Island—Boats 70 to 100, seines 400 to 650.
- Grady—Boats 60 to 80, seines 250 to 300.
- Indian Tickle—Boats 40 to 80, seines 400 to 700.
- Domino—Boats 70 to 90, seines none.
- Bateau—Boats 20 to 50, seines 100 to 200.
- Punch Bowl—Boats 40 to 100, seines 250 to 500.
- 25. Comfort Bight—Boats 20 to 40.
- Venison Tickle—Boats 30 to 60, seines 80 to 120.
- Tub Harbor—Boats 40 to 80, seines 80 to 150.
- Dead Island—Boats 50 to 60, seines 50 to 60.
- Francis Harbor Bight—Boats 30 to 45, seines 50 to 60.
- Little Harbor—Boats 30 to 60, seines 30 to 140.
- Murray's Harbor—Boats 40 to 60, seines 100.
- 26. Spear Harbor—Boats 30 to 40, seines 60 to 80.
- Battle Harbor—Boats 30 to 40, seines 50 to 350.

Recently a little girl living in Paris was bitten on the hand by a mad dog. She soon exhibited signs of hydrophobia. Two Russian physicians, Drs. Schmidt and Ledeben, made the little patient inhale three cubic feet of oxygen. By this means in an hour and a half all the symptoms disappeared and the child remained calm. Two days afterwards the malady returned in all its distressing characteristics—difficulty in breathing and swallowing. A fresh inhalation of oxygen was tried and at the end of forty-five minutes the attack subsided never to return.

[FOR THE HERALD.]

Homeward Bound.

Our flag is flying in the breeze,
Our sails are damp with spray;
Our ship across the glittering seas,
Speed swiftly on her way.

The deep below the sky above
Are still and calm around
And welcome is the hour indeed
That finds us homeward bound.

Though other lands may please the eye,
Our own we hold more dear;
We prize no land, no strand, no sky,
Like that of Carbonear.

Ye! though mid other scenes we stand
Where nature's charms combine,
Yet never have we found a land,
Or shore as sweet as thine.

The ship sails on, the night draws nigh,
The sun light fades away,
The crimson of the western sky,
Dies out in twilight gray.

And brightly shines the stars above,
And calmly sleeps the sea,
And gladly goes the time dear land
That brings me nearer thee.

AVALON.

The great dictionary of Gaetano Moroni upon ecclesiastical history is at last completed by the publication of the sixth and final volume of the Index. The work itself consists of 105 volumes. Leo XIII. to mark his approbation of the extraordinary diligence shown in this laborious and most useful compilation has created the author a Commendatore of the Order of St. Gregory the Great.

Religious News.

Eighteen Catholic missionaries have started for Zanabar to join the Victoria Nyansa and Lake Tanganyika Mission. Two of them, named Stewart and Oswald are Scotsmen, twelve Germans and four Belgians.

Cardinal Manning preached the funeral sermon of the Prince Imperial at Chislehurst on Sunday July 13, in the presence of the Imperial family and a numerous congregation.