

DUBLIN, January 21.—The Home Rule demonstration in the Rotunda in this city to-day was not largely attended. Judge Little presided, and Messrs. Biggar, Power and others delivered speeches. A resolution thanking the American people for their noble liberality to the distressed of Ireland was carried by acclamation.

LONDON, January 21.—Mr. Vere Foster, of Belfast, has addressed a letter to Parnell, which is published in the Northern Whig. Mr. Foster offers to donate £15,000 to assist emigration from Donegal, Clare, Kerry, Cork and Connaught to Canada and the Western States of America. He says he feels sure the Americans will heartily cooperate in the plan he proposes for relieving the distress in Ireland.

The Irish National Land League has resolved to hold a public meeting in Phoenix Park, in furtherance of the land movement, on February the 22nd.

DUBLIN, January 21.—A despatch from Castlebar says some further arrests have been made of persons suspected of complicity in the outrage at Claremorris, Kesh, one of the leaders, being among the number.

PARIS, January 20.—Jules Favre, the well known French statesman, died at his residence in this city early this morning, of pulmonary hipatization, a state of the lungs when gorged with effused matter so that they are no longer pervious to the air.

A BAND OF GYPSIES FROZEN TO DEATH.—The mortality caused by the frost during the past three weeks exceeds anything which has occurred for many years so far as the countries of Central Europe are concerned. Among the most remarkable of the numerous fatalities recently reported in the continental press is that which recently befell an entire band of gypsies. A traveller passing in the morning through the forest lying between Loslau and Rybnik came across eleven persons, consisting of men, women, and children, all apparently asleep, and clustered mostly in a sitting posture, round a fire which had nearly, but not quite, burnt itself out. On approaching the group, the stranger was shocked to find it consisted of eleven corpses, the whole band having been frozen to death in the course of the night.

Copper Mining in Lake Superior District.

Perhaps in no particular are the respective characteristics of the Canadians and the Americans so conspicuous as in the matter of mining. Lord Dufferin, and with all respect to His Lordship, even better authorities have proclaimed again and again that in mineral wealth Canada is as rich as the United States, and yet the mineral resources of Canada remain, as an Englishman once defined a baby, only a bundle of possibilities. While south of our intensely scientific frontier, our 'go ahead' neighbors have made such good use of the goods the gods provide, as not only to find wealth for capitalist but employment for thousands of their own population in addition to draining Canada of more bone and muscle than emigration even under the fostering care of the Dominion Government can make up for. A new Canadian enterprise, the Michipicoten Native Copper Company, limited, having just issued its prospectus, a Witness reporter waited upon Dr. Sterry Hunt, than whom probably no one is more competent to pronounce an opinion, to obtain in a general way his opinion of the geological aspect of the Lake Superior district.

Dr. Hunt pointed out that one-third of the entire copper consumption of the world is obtained from about ten mines on the south shore of Lake Superior, being far more than the entire output of Europe. In this district the copper is found as it is found scarcely anywhere else in the native form, finely disseminated and also in beds of a conglomerate, of which pure copper forms the cementing material. The richest copper region, he said, is the Keweenaw Peninsula on the South Shore, and Michipicoten island is the cording of his opinion, of precisely the same formation. Mr. Robb estimates the amount of copper contained in the metalliferous rocks which and altogether about eight feet in thickness, at about two and a half percent.

The mining companies on the south shore of Lake Superior are paying, he said, fabulous and yearly increasing dividends, and, as the price of copper advances, the development of the copper beds on the north shore is a matter the Dominion can ill afford to neglect.

Perils of the Sea.

[From the New York Evening Post.]

It is hard for persons of Common humanity to realize the existence of natures so cruel as to deny easily extended snore to fellow beings in distress, and to tender and sympathetic souls natures so obdurate are almost inconceivable. Yet such acts are of too common occurrence. Especially upon the ocean, were it might be supposed that the community of hardships and dangers would soften mens hearts toward each other if anything could, do these brutal deeds occur, and show that even in this civilized age 'man's inhumanity to man' may be as mournful as ever.

The story of the Maria Dunan is a piteous example in point. The Maria Dunan was a British barque, and she sailed from Boston for Ipswich, England, with a cargo of corn, on the 27th of December. She was abandoned at sea and her captain and crew were yesterday brought into the port of New York by the steamship Columbia, of the Anchor Line, which has come hither from the Mediterranean. The Columbia fell in with the Maria Dunan in about latitude 42° and longitude 43°. When sighted the barque was in a sinking condition. With sails blown from boltropes, smashed spars, all her deck houses carried away, and her pumps choked and disabled, the vessels crew were covered with sores and wounds and in a frightful state of exhaustion. Probably in a few hours more the Maria Dunan would have gone down in spite of all a crew in the best condition could have done to prevent; but maimed sleepless for many hours, and crushed with despair as were the twelve unhappy mariners, their chance of preservation was slender indeed.

On the 30th of December, the third day out from Boston, the Maria Dunan was overtaken by a heavy gale. Everything was made as snug as possible, but the barque labored heavily, and on New Year's eve she was struggling with a violent tempest. Terrific squalls of hail and snow laid her repeatedly almost on her beam-ends. Furious green seas tore across the decks and burst into the cabin. The vessel was strained badly, and the seams in her sides began to open. Nearly all her sails, which could still show them, were split into ribbons or blown away. The main topgallant yard was broken in two, and the sparker gaff and jib guys were carried away. The weather was piercingly cold, and the water began to make below faster than the crew could free the ship with her pumps. On both sides of the pumps the bulwarks stove in, and finally swept clean overboard; and there was hence a constant danger that the sailors working there would be swept clean overboard after them. The Barque began to settle by the stern, and bulkheads were cut away and part of the cargo thrown into the sea. From these details it may be inferred that the Maria Dunan was not fit to have made her attempted passage; but we are assured that a survey was made before she left Boston and that she was pronounced seaworthy. The saddest part of the story remains to be told. On Friday, the 2nd of January, Capt. Atkinson and his men had decided that their only hope lay in being deserted and picked up by some passing ship. They had resolved to abandon their vessel, which was fast sinking under them, if Providence but sent the chance. At two o'clock on the day named, their joy may be imagined when a sail hove in sight. The British flag was hoisted with the union down and other signals of distress were added to it. The stranger came within a quarter of a mile of the Maria Dunan. She was apparently a grain laden vessel from Nova Scotia, also bound for Europe. Having come near enough to the dismantled barque to see that she was helpless and sinking, and near enough indeed to see the faces of the miserable crew, the stranger, who was carrying canvas and in good condition, actually sailed away without making a sign and left the Maria Dunan and her crew to perish.

On Saturday morning, the day afterward, a tartan line was seen approaching, and again the crew of the fated ship set their hearts bounded with the hope of rescue; and again, to the shame of human nature was the Maria Dunan abandoned, although her plight was as distinctly visible to the second craft as to the first. That the men of the Maria Dunan in circumstances so agonizing kept bravely to their work is as surprising as creditable. But their trials were not yet over. On Sunday morning at 7 o'clock a third vessel came in sight, and this time a steamship bound eastward. She passed half a mile on the port side of the disabled barque, and like her predecessors went her way in cynical silence. Capt. Atkinson is confident that all three of these ships clearly saw his signals and perfectly understood the desperate necessity that prompted them, but that those in command of the ships were too selfish to spare the time or take the trouble to save their fellow beings who, without help, were thus obviously destined for destruction.

There is, perhaps, no legal punishment for wickedness of this kind, but who will deny that it ought to be held up for the execration of mankind? Probably each of the brutal shipmasters, who like these similar creatures in the parable, 'passed by or the other side,' supposed that none could ever live of the crew of the sinking vessel to tell the tale of their desertion and to pilory the dastards who were guilty of it for universal scorn and

detestation. Had it not been, in truth, for that good Samaritan, the Columbia, this expectation would undoubtedly have been realized. We earnestly hope that through the descriptions furnished by Capt. Atkinson and his crew and the possible betrayal of the facts after reaching by persons who were on board the three ships, and who may happen to have more heart than they had power, a righteous exposure may ensue, and that the rascals who skulked off in this cowardly fashion, leaving their fellow beings, whom they might have preserved, to a wretched death, will get a lesson which they never, while they live, will be able to forget.

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 at this office. St. John's—Mr. W. J. MYLEN, Water St. Brigus—Mr. P. J. POWER, School Teacher. Bay Roberts—Mr. G. W. R. HERRIOTT. Heart's Content—Mr. M. MOORE. Bell's Cove } —Mr. Richard Walsh, Post Office, Little Bay. Twillingate—Mr. W. T. ROBERTS. Fogo—Mr. Joseph Rendell. Tilton Harbor—Mr. J. BURKE, Sr. King's Cove and Keels—Mr. P. MURPHY. Bonaville—Mr. P. TEMPLEMAN. Catalina—Mr. A. GARDNER. Bay de Verde—Mr. James Evans. Colliers—Mr. HEARN. Conception Harbor—Mr. KENNEDY. HARBOR MAIN—Mr. E. MURRAY. HOLYBROOK—Mr. Woodford. HOLYBROOK—Mr. James Joy.

NOTICE.—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, N. F., FEB. 5.

HOME INDUSTRIES.

In a former issue of this journal we referred to the urgent necessity of the utilization of the surplus labor of our operative population, during the winter season, a portion of the year hitherto, comparatively fruitless of those results of industrial enterprise naturally to be expected from the aggregate labor of so large a portion of our people. When last making reference to the subject, in immediate connection with the interests of the district of Carbonear, we suggested the propriety of employing the surplus labor of that district, during the current season, in the construction of dories for the ensuing season's Bank fishery, as also in the cutting and preparation of material necessary to the construction of flakes and other incidentals for the summer's fishery. Closely connected with this subject, is one which, we are happy to say, has attracted the attention of both the present and previous administrations of the colony. We refer to the important industry of ship-building, one to the practical development of which, the constructive and mechanical genius of our people is so peculiarly and proverbially applicable, and which under the fostering care of governmental favor and patronage, has within the past few years assumed such a prominent position amongst the nascent industries of the colony. During a visit made early in the past season, to the upper portion of Conception Bay and to the northern districts of this island, we were afforded the most favorable opportunities for the personal observation and inspection of various splendid specimens of shipbuilding, which as triumphs of native genius as also for the decided superiority in their material, construction, model and finish, were such as to place the industrial efforts of our people, in connection with this particular industry, in highly creditable contrast with their more favored provincial neighbors. We had heard much of the artistic genius of our peo-

ple in this particular department of marine architecture, but not until we had the benefit and experience of personal observation; could we believe that under such disadvantageous surroundings, could it have attained such a high degree of perfection. Looking to the large amount of shipping, which in the past has been introduced into the trade and fisheries of this colony, principally from the neighboring provinces of Nova Scotia and Prince Edward Island, we could not but regret, the vast amount of money, which instead of being retained in this country for the benefit and employment of its people, had been literally drained therefrom, to advance the interests of the provinces referred to. However having in full view, the growing importance of our Bank fishery, which we fully believe, is destined in the near future, to assure a position of peculiar prominence amongst the staple industries of the colony, we feel most forcibly impressed with the wisdom of affording every possible encouragement and assistance to the further extension and development of native ship-building, as a necessary and indispensable means towards the construction of a class of shipping in every way suitable, not alone to the Bank fishery, but which might also be made available for the prosecution of the sealing voyage. Nor would these be the only benefits derivable from the encouragement of ship-building in this colony, the various mechanical industries intimately associated therewith such as block making, sail making, etc. would receive an impetus which could not fail to contribute to the material wealth and benefit of the colony. As an evidence of the important results which have already accrued to the colony from the encouragement of this important industry, we subjoin the following extract from the "North Star" of Saturday last:—

"From a precis now preparing by the Hon. Attorney-General for the information of the Legislature we learn that, whilst in 1878 we built in the colony 95 vessels, of say, 3,770 tons, for which was paid a bounty of 11,088 dollars; in 1879 the number of ships built was 155 of 5,968 tons, and the bounty 17,714 dollars—showing an increase last year of 60 vessels, 2,198 tons, and 6,526 dollars bounty."

Correspondence.

TO THE EDITOR OF "CARBONEAR HERALD."

DEAR SIR,—Reverting to the letter signed 'No Nonsense' published in the Harbor Grace Standard of the 24th ulto, having reference to the corner and half-door annoyances, I now regret having to state that the object aimed at in that communication, has not, as yet been satisfactorily disposed of. The Sergeant, I believe, did make a move in the matter, and which, in a small degree, had effect, but the move, not having been persisted in, answered its purpose for the time being only. Now I would here wish to inform the Sergeant that, unless the object in question be carried out in every particular, or in other words unless the evil complained of is conclusively checked, I shall be compelled to refer again to the matter, and perhaps by a different procedure to show the injustice to which the well disposed citizens of Carbonear are obliged to be subject, in being thus denied their lawful privileges. Surely such transgression ought not to be tolerated in this, the Nineteenth century by any civilized community. By inserting the above, you will much oblige

Respectfully Yours, QUICK MARCH.

We understand, the members of the Brigus Dramatic Club, performed the grand opera entitled:—'H.M.S. Pinafore,' at Bay Roberts, on Monday evening last, for the benefit of the poor. The proceeds amounted to the handsome sum of fifty dollars.

The above mentioned club also performed at Brigus, on Tuesday evening, the proceeds of which, we understand, are in aid of the English Parsonage of that place.

[From the St. John's Advocate.]

Burin, 23rd Jan., 1880.

DEAR SIR,—A very singular case has come to light in this neighborhood, and if the report of the affair be true the matter seems to be serious. By the last Curlew Sergeant Freeman, of the St. John's Police Force, arrived here and shortly afterwards, in company with the constable from here left for Flat Island, a distance of about 16 miles from Burin, and arrested a man named William Collins of that place on a charge of killing one Stephen Bears in the summer of 1857 or 1858, twenty-one or twenty-two years ago. Sergeant Freeman returned from Flat Island with Collins and a number of witnesses. The accused was brought before Dr. Moran, the Stipendiary Magistrate, and a large number of witnesses were examined. From all I can learn, it appears that Bears, who was an Englishman, was a shipped servant with one of the prisoner's brothers in 1857 or 1858. The deceased, the prisoner, and some two or three others were drinking one day at a place called Middle Creek. In the evening the deceased, Barnes, was found dead on board his master's vessel, his neck being broken and he had a black eye. He was interred in the Church of England burying ground here, and nothing further was done on the matter, no inquest was held in the body, and no person in authority was informed of the circumstance. I understand that Sergt. Freeman returns to St. John's by the Plover which is expected to leave here about Monday next.

The prisoner, William Collins, has been committed to Burin gaol pending instructions from authorities at St. John's Yours truly, Z.

Total Abstinence in Harbor Main.

[From the St. John's Advocate.]

The good cause of Temperance which has recently been brought so prominently to the front has a further triumph to record. The people of Harbor Main, in conjunction with their respected and beloved clergy, have taken up the movement with hearty good-will. They have done so practically, and their success has been what it deserved to be. A meeting of the respectable inhabitants of the district was convened for the 25th instant, and was held in the Catholic School-House. On the motion of Mr. Wm. Holden, J. P., seconded by Mr. Edward Murray, the Chair was taken by Rev. J. Donnelly, who delivered a very able speech enthusiastically received explanatory of the object of the meeting. This was to organize a Temperance Society in Harbor Main upon purely Total Abstinence principles. After the Reverend Gentleman had concluded his address, one hundred and twenty took the Total Abstinence Pledge. It was unanimously decided that the Very Rev. Jeremiah O'Donnell, P. P., V. G., their venerated Parish Priest be requested to become Patron of the Society, and the Society thereupon, placed itself under his immediate supervision. Before separating it was resolved to have another meeting on Sunday, the 1st of February, when the rules and bye-laws will be submitted, and the election of officers proceeded with.

The Rev. Chairman received a vote of thanks by acclamation for his dignified conduct in the Chair, and the meeting adjourned to the 1st, prox. We hope to be able, at an early date, to lay before our readers, a report of to-morrow's proceedings, and, meanwhile we wish the new Society a cordial God-speed on its noble mission.

Loca 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.

'S. H. Morse' belonging to Messrs. Duff & Balmer, was towed by the 'Lady Glover' to Harbor Grace, on Thursday last to load fish for market, by Messrs. John Munn & Co.

We learn that the "Sardinian" of the Allen Line, arrived at Londonderry on Sunday, making the run from St. John's in a few hours under six days. William Duff, Esq., was amongst the passengers per 'Sardinian.'

We have much pleasure in noticing that the haul of wood which is now being made for the Rev. R. Walsh, by his congregation, amounts to quite a pile and is still increasing in proportion.

A correspondent informs us that a move has been made in the capital, in response to the appeal from the Dublin Relief Committee, soliciting aid towards the relief fund for the suffering poor of Ireland and we are pleased to notice that the initiative has been taken by our respected fellow countrymen, the Honorable Ambrose Shea and William Pitts, Esq.

CAUTION fever is being in certain localities, hood, some recently arrived. We would be proprietary of publicity to all come under

NATIVE formed, and noting the fortnight, girls, under ward Thomas Messers. T. manufacturer industry, all limited scale very useful to no less girls, who actively idle earnestly ho juvenile open its present praise is du Messrs. T. instruct the art of net marned in the cess.

We are ha George Keou on a visit to gratulate hi and cheerfu

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Professor D died yesterday He was only The Earl of Active oper remembrance It is stated ed to Persia. The illness of The Spanis their seats in An English has been suspe

The Govern this morning expected tosm A large fire