

The death is announced of the celebrated Danish Arctic explorer and interpreter, Mr. Carl Hatterson, who was born in 1813. In 1850-51 he took in the English expedition under Captain Parry to try to discover the survivors of the Franklin expedition. From 1853-55 he was engaged with the American expedition of Dr. Kane, and was one of the few survivors of this expedition, which entailed a great amount of suffering on its members. From 1857-59 he took part in the well-known Peck expedition under Sir Leopold M'Clintock, which brought back such interesting relics of the Franklin expedition; and finally he took in the expedition to Spitzberg, in which the now celebrated Professor Nordenskiöld took part. Mr. Peterson had received the decoration of the Dannebrog from the hand of the late King Frederick VII., and he also had the English Arctic medal, and the Swedish gold medal "Pour le Merite."

SHIPPING DISASTERS.

Capt. McLean, of the barque Poolscar, Liverpool, wrecked at Holm, Orkney, on Monday, has just made his deposition at the Custom House, Kirkwall. He states that the vessel left Bremen on the 17th inst. and had a fine passage until Sunday, at noon. That he was in latitude 57, and longitude 9. 42 E., and steered N.N.W. till eight in the evening, intending to go through the Pentland Firth; a dense fog came on, and thinking imprudent to run through the firth he altered his course to N.N.E., intending to sail between the Orkney and Shetland Isles. The current, however, being strong and the fog dense, he was driven ashore on Rossness Point at 1.50 on Monday morning. Thirty minutes after the vessel struck the water was twisted the deck beam, and he ordered the crew to save their lives and as much property as possible. Altogether there were twenty of a crew. The Poolscar was built in America in 1854, classed A 1 in American record, and owned by Messrs. Jamieson and Co. Liverpool.

There is no hope of getting the ship off. Fourteen of the crew have been sent on to Liverpool by the steamer St. Magnus, from Kirkwall.

It will be remembered that a short time since the British and African Steam Navigation Company's Royal mail steamer Senegal struck a rock off Gand's Point, Grand Canary, and was afterwards beached in Menorca Bay. It appears there are no facilities at the island for either floating a stranded vessel or ascertaining the extent of her injuries. When the mishap befel the Senegal, however, the promptness with which the Portuguese authorities enabled to Madera for the immediate dispatch of a number of Portuguese divers to the scene of the disaster was both praiseworthy and efficacious.

The directors of the company have just held a meeting at Glasgow, when the matter— which was brought under their notice by Mr. Alexander Elder, of the firm of Elder Dempster, and Co., the agents at Liverpool, who was at Grand Canary during the whole of time the floating operation were going on, and whose practical knowledge was most advantageously exerted—was discussed. It was resolved to forward the grateful acknowledgments of the directors to his Excellency the Portuguese Minister of Public Works and to his Excellency the Minister of the Home Department, for the willing and important aid rendered by those gentlemen in connection with the casualty to the Senegal, which evinced a most laudable desire on the part of the authorities to assist in saving property belonging to other than Portuguese subjects.

Particulars have just been received at this port of the collision between the National steamer Italy and the American brigantine Belle Prescott on the 7th inst.

The Italy a fine steamer of large tonnage was bound to New York from London 2 a.m. on the 7th inst. was about 175 miles off Sandy Hook, when a collision took place between her and Belle Prescott, which was bound from Brejos Ayres to Boston. The Italy was struck on the port quarter, the other vessel rushing along her sides and twisting the Italy's davits. The Belle Prescott had her bowsprit carried away, and her topmast and gear smashed, but the Italy sustained very little injury beyond the damage to one of her large davits. The night it appears, was very dark. Captain Sumner, of the Italy, was on the bridge with the second officer, and the chief officer was also out of his quarters. Soon after the collision all hands were called up from below and with remarkable promptness a boat was lowered from the steamer and pulled to the other vessel to ascertain the extent of her injuries and to see if any assistance could be rendered her and her crew. Captain Sumner, as becoming acquainted of the damage sustained by the Belle Prescott, lay by her until daylight, when he took her in tow and brought her safely into New York the following day. It was stated that there was momentary confusion amongst the passengers when they heard the harsh, grating sound of the vessel going along the ship's side, but the conduct of Captain Sumner and his officers has the effect of restoring quiet and inducing the affrighted passengers to return to their berths.

The International Rifle Match of 1880 was shot off on Tuesday at the Dollymount ranges. Victory once more light-

ed on the American banners. The shooting was beyond doubt the most brilliant upon record; while some of the individual work simply defined being excellent. The Right Hon. the Lord Mayor, M.P., accompanied by his private secretary, Mr. A. Hunkett, was on the ground shortly after 2 o'clock. At 4 o'clock, when the firing at 1000 yards was commencing, his Excellency the Lord Lieutenant, K. G., attended by Major Byng, A. D. C., and escorted by a troop of mounted constables, reached the bridge stretching to peninsula, and as there was no royal road across the sands, his Excellency joined the vulgar through the scum-ice towards the ranges. A grim-on-carpeted days, with easy chairs and canopy overhead, had been erected for the accommodation of the Viceregal party, but his Excellency preferred to watch the sport nearer at hand to the marksmen, and in company with the Lord Mayor, took up his station directly behind the earthworks between the two teams, and watched the fortunes of the match henceforth so close with unimpaired interest.

TOTALS.

Table with 2 columns: Americans at 800 yards, 900 yards, 1000 yards, Gross total. Values range from 435 to 1,293.

Table with 2 columns: Irish at 800 yards, 900 yards, 1000 yards, Gross total. Values range from 435 to 1,280.

At the close of the firing a space was cleared in front of the Viceregal tent, and the members of the teams, with their respective captains, assembled to hear the result of the match formerly declared.

Mayor Leech called for three cheers for Colonel Bodine and the American team (local cheering).

Colonel Bodine, in responding, called upon his team to give three hearty cheers for Mayor Leech and the Irish Team (cheers).

Mayor Leech said he could not allow them to separate without acknowledging the very great kindness of her Majesty's representative, Earl Cowper, in coming to the match (cheers).

The Lord Lieutenant immediately jumped on the platform, taking off his hat and appearing to enjoy the ovation immensely. His Excellency said—Gentlemen, I sincerely thank you for these cheers. I have had a most interesting afternoon, and seen some shooting as I never expected to see in my life. When people who can shoot like the Irish team are beaten, no wonder that they can afford to take it good-naturedly (cheers). It is a fine thing to be able to shoot like that. I am very glad to have seen it. I hope that in the next match I see that the Irish will be victorious, and I have no doubt the Americans will take it in the same manner (loud cheers).

In response to loud demands, the Lord Mayor, in American parlance, was next forced to take the floor, and was received with loud cheers. After thanking them he said—I may say I believe the Irish team if they have not achieved success have richly deserved it (cheers), and we do not grudge our American cousins the victory they have so well won (cheers).

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.

- Briggs—Mr. P. J. Power School Teacher
By Roberts—Mr. G. W. R. Hierarchy
Heart's Cove—Mr. M. Moore
Hill's Cove—Mr. Richard Walsh, Post Office Little Bay
Littlingate—Mr. W. T. Roberts
Pogo—Mr. Joseph Redell
Alton Harbor—Mr. J. Barke, Sr.
King's Cove and Keels—Mr. P. Murphy
Bonavista—Mr. P. Templeman
Catalina—Mr. A. Gardner
Day de ds—Mr. James Evans
Others—Mr. Heara
Conception Harbor—Mr. Kennedy
Harborlain—Mr. E. Murray
Salmon Cove—Mr. Wood
Holywood—Mr. James Joy.

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

All correspondence intended for publication must be sent in not later than Tuesday evening.

THE CARBONEAR HERALD

Honest Labor—our noblest heritage.

CARBONEAR, JULY 22.

The following telegram was received by Messrs. Munn & Co., Monday last:—Vanguard at Bonne Bay reports, 12th—black and neighbourhood ice preventing. Little or nothing done. 13th—Ragged Island to Brig Harbor fishery commented the 13th—boats 5 to 10 qts, some traps and seines 60 to 150 and many done nothing. Grady South, boats 20 to 30,

seines and traps 50 to 300, weather continues very stormy and easterlies north keeping the ice on the coast. Salt said to be wanted at Dead Island and Fishing Ships Harbor; boats with 20 qts., the little crews could have had, more when they began, Venison Island, met the Hercules, boats 25 qts some seines 250. Fish reported plentiful from Gros Water to Holtoa ice and storms. Vanguard was delayed 3 days with storms.

The following paragraph was unavoidably omitted in our last issue:—

The season of the year having now arrived in which, owing to the return of the genial summer weather, many of those engaged in business in our various towns are seeking some relaxation from their various avocations, excursions are become the order of the day. Hence on Tuesday morning, 6th inst., residents of this and the neighbouring town of Harbor Grace had the opportunity afforded them of welcoming to the Bay many of their old friends, who, having laid aside dull care, came to spend a day amongst them. At an early hour on that morning the steamer Hercules having on board the Avalon Total Abstinence Excursion Club together with the St. John's Minstrels and a large number of excursionists left St. John's, and after a favorable passage reached Harbor Grace about ten o'clock. Having disembarked and received the cordial welcome of the kind citizens of Harbor Grace, the excursionists next proceeded to visit the many places of interest in Harbor Grace and Carbonear.

Soon all the caps in both towns were put in requisition and in all directions might be heard the sound of the "rattling o'er the stony street," some preferred driving to Carbonear, for the purpose of visiting their friends in this picturesque little town, as well as the many points of interest along the road. Others again confined their operations to Harbor Grace in which, as well as its vicinity we are sure they found much to interest them. But the great point of attraction for all was the Catholic Cathedral that great monument of the piety of the people of Harbor Grace. To this as a focus all looked for the purpose of visiting that magnificent building now approaching completion. In the evening a Concert was held at Total Abstinence Hall, which, as far as we can learn, was a complete success. At an early hour in the morning the excursionists left for St. John's, no doubt well pleased with their visit.

[For the Herald.]

THE FRENCH REVOLUTION,

AN ESSAY, By W. R.

About the end of the eighteenth century the noble and chivalrous French nation became involved in an abyss of confusion and anarchy unprecedented in the history of the world. To such a height did this great state of disorder extend that this great country fell as it were, to pieces and disappeared almost from the ranks of civilized nations. The causes which led to this frightful revolution as well as its progress we shall now proceed to relate.

The proximate cause of this revolution was, in a great measure the disordered financial state of the country which could be remedied neither by the ministry nor by the personal sacrifices and exertions of good King Louis XVI. To this we may perhaps add the desire entertained by many persons in France of imitating the United States of America which country had thrown off its allegiance to England and established a Republic. Many French soldiers had fought on the side of the Americans during the war and on their return to their own country brought with them American principles and ideas which they diffused amongst the people. Hence arose a desire on the part of many persons in France to imitate the conduct of the Americans but they did not take into consideration that the circumstances of France and America differed widely from each other and that the system of Government that may suit one may prove a source of ruin to the other.

But the chief cause of the French

revolution was that spirit of infidelity and irreligion which for so long a time had made such fearful progress in France. This fatal poison imported chiefly from England and Holland, received its chief support from the infidel writings of such men as Voltaire, Diderot and others. For a long time the most fearful attacks were made by these men on the altar and the throne. In vain did a number of able and virtuous men endeavor to stem the torrent of infidelity that threatened to deluge the entire country. The contagion soon spread to the provinces and in a short time nearly the whole of France became involved in the mischief.

This anti-Christian conspiracy was further increased by the conduct of the Jansenists, a body of sectarians equally hostile to Church and State. They had now existed in France for upwards of a hundred years and had inflicted much evil on society.

The revolution was in some measure hastened by the expulsion of the Society of Jesus from France. This body of religious men were always to be found on the side of law and order. Hence it is not to be wondered at that the chiefs of the infidel party should exert all their energies to remove such an obstacle as to the carrying out of their wicked designs. For of all the religious orders they feared none so much as the Jesuits whose talent, activity and zeal they had so much to dread. Hence we find that such men as D'Alembert, Voltaire and others of the same stamp poured out the bitter venom of their hatred against this useful body of men. Finally they succeeded in urging the weak monarch of France to sign an order for their expulsion which caused the enemies of religion to exult and the friends of virtue to mourn.

To be continued.

We published, in our present issue, the Report of the Joint Committee of the Council and House of Assembly on a Railway, by special request.

The Joint Committee of the Council and House of Assembly, appointed to consider the question of constructing a Railway in this Island, have to report that they have given the most careful consideration to this important matter and beg to state the result of their deliberations.

The question of the future of our growing population has, for some time, engaged the attention of all thoughtful men in this country, and has been the subject of serious solicitation. The fisheries being our main resource, and to a large extent the only dependence of the people, the periodic partial failure which are incident to pursuit, continues to be attended with recurring visitations of pauperism, and there seems no remedy to be found for this condition of things, but that which may be in varied and extensive pursuits.

This reflection would apply with force to the present population, but when we contemplate it in relation to our increasing numbers, the necessity of dealing with the subject urgently presses upon our consideration.

Our fisheries have no doubt increased, but not in a measure corresponding to our increase of population. And even though they were capable of being further expanded, that object would be largely neutralized by the decline in price given remunerative returns for an augmented supply.

It is evident, therefore that no material increase of means is to be looked for from our fisheries, and that we must direct our attention to other sources to meet the growing requirements of the country. Our mining industry may now be regarded as an established fact. Large areas of Geological formation similar to that in which the Mines are being successfully worked are known to exist, and there is every reason to believe from recent explorations that a great amount of wealth in copper and other ores is waiting the application of enterprise and capital to bring them into profitable use. Our Agricultural industry, though prosecuted to a valuable extent, is yet susceptible of very extensive development. Vast stretches of Agricultural land, extending from Trinity Bay north, along the heads of Bonaville Bay, Gander Bay and Exploits river, as well as on the West coast, need only the employment of well-directed labor to convert them into means of independent support for thousands of the population.

We have in this town a large market for Agricultural produce and live stock, which at present is mainly supplied from abroad, and as an illustration of what may be done by the cultivation of the land when a market is within reach, we have the fact that amongst the most prosperous of our laboring people those who live by the land in the vicinity of St. John's, though the average conditions of fertility are far below those which exist in the interior of the Island. There are indications, moreover, leading to the conclusion that we shall hereafter be more dependent than before on a home supply of live stock, for in those places from which we have hitherto received our meat supplies attention is being given to the English market, which is sup-

posed to offer better prospects, and an advanced value may therefore be reasonably anticipated.

With an improved market for the produce the inquiry is further suggested whether this Colony should not become an exporter of live stock of England, and have little difficulty in affixing this position. For grazing purposes we have large tracts that, we believe, cannot be surpassed in British North America; and when we regard our proximity to England, and all-important consideration of a short voyage for live stock, and advantages we possess in this connection, it too manifestly to be subject of question or argument.

But to what end do these elements of wealth exist if they continue to remain neglected? They will as before be outside the reach of the people if some energetic effort be not made to render them accessible to our entire population. We have means of remunerative employment in those dormant resources coincident with the spectacle often about us of unemployed labor. And we cannot but feel that the Government falls in its duty if it is powerless and does not employ it in collecting those resources with that.

Your Committee believe that no agency would be so effective for the promotion of the objects in view as that of a Railway; and when they consider that there is a Colony of equal importance under the Crown without a Railway, and the advantage thereby conferred elsewhere in the enhancement of the value of property and labor, it is felt that our circumstances no effort within the means of the Colony should be wanted to supply this great desideratum.

They are not unmindful of the financial considerations involved, but have regard to the influence of such a work in elevating the people and enlarging the area of profitable industry, the benefits are convinced that ample compensation will be found in the improvement of the country for any outlay the undertaking may require.

We do not regard it, per se, as an enterprise that will pay, or as one that attracts to speculators; but as a work of the country, and in its bearing on the promotion of the well-being of the people, in which the returns, though not sought in a narrow sense, are abundantly commensurate to our judgment.

In this sense we believe that, in its will amply pay its cost, and that consequent advance in the comfort and independence of the people will attest the wisdom of its establishment.

The Committee are of opinion that the present financial condition of the Colony makes the time favorable for entering on the project, and that it will be undertaken on conditions which will not unduly press upon our resources.

The Committee believe that a narrow gauge road might be constructed, comparatively at moderate cost, and it would be found well adapted to the circumstances of this Colony, as well as to our means as to the promotion of the country. The route should be from St. John's to the peninsula of Avalon, and the Agricultural and Timber regions to the Mineral district, connecting the principal towns and settling its position by and along the proposed line.

Your Committee have had recourse to the Survey made in 1875 and they deem it so ample for preliminary purposes so far as it affects the distance between the Northern point and a further survey would be required to establish the immediate location, that as well as of such branch lines shall seem to be necessary and profitable for the carrying out the project.

Your Committee therefore recommend the execution and passage of a bill authorizing the raising by loan of a sum not exceeding Five Hundred Thousand dollars for one year, and providing an organ for carrying out the object in accordance with the views contained in this Report. The Committee further recommend the Executive Government apply to His Majesty's Government, requesting that they will guarantee the interest on the loan of the Colony for such amount as may be required for the purpose of carrying the Railway within the sum of Five Hundred Thousand pounds sterling, and we do not think that this will meet with a favorable response when Her Majesty's Government are made aware of the soundly and healthy condition of our finances.

Correspondence.

To the Editor of the Carbonear

Dear Sir,—

Any person having the intention of Newfoundland and the welfare of the people at heart cannot but feel sure in perusing the letters of the Chronicle's correspondent, "Loco," in relation to the intended project, while on the other hand it is disgusting to find in other papers such as the Advocate and Telegram, a malicious desire to oppose every movement that has for its aim, the advancement of Newfoundlanders, happily, this passion is confined to proprietors nobody seems to know whose Editors are of little value. As regards the Advocate, an even ordinary discommodation of