

his own seniority entitled him. The system of scape-goats and foolish universal praise in despatches is over in Afghanistan and in India believing that Sir Donald Stewart will rapidly end the war.

LONDON, June 2.—The "Bucharest" correspondent of the Times draws a comparison between the present condition of the East and that which preceded the Russo-Turkish war and says: "The situation appears exceedingly critical to those living on the scene of action, and to insure safety against an outbreak among the element in Turkey which cannot be influenced by any species of force immediately at hand and on the Greek frontier where the flammable elements are most excited. It will be a political miracle if another conflict does not break out before the circular notes have ceased flowing aimlessly about in the Eastern atmosphere. The Russian officers are busy transforming every aboriginal Bulgarian into a soldier. And the doing this aid the safe transmission of protocols and identical notes".

LONDON, June 2.—The captain of a vessel which has arrived at Queenstown from Demerara reports that on April 30, in latitude 30 deg. north, longitude 60 deg. west, he passed a raft which had apparently been made on board of a man-of-war or a first-class steamer, as it was loaded with several corpses, dressed in white. The newspapers here are inclined to connect this raft with the missing training-ship *Atlanta*. The Press Association says that another vessel saw the same raft and two corpses, dressed as seamen in the navy.

M. Meyor, editor of the *Gaulois*, telegraphed M. Rochefort before knowing the result of the duel with M. Koechlin as follows: "I have just read the *Mot d'Ordre* that M. Villier, a writer on the *Gaulois*, was visited by two seconds sent on behalf of your son, and that he evaded an interview with them. In default of sufficient information it is not for me to pass judgement on the conduct of M. Villier, who is no longer a writer on the *Gaulois*; but you will consider it right that I should claim responsibility for the article in the *Gaulois* to which objection was raised, if it is true that M. Villier has not accepted the responsibility. You will also understand that a duel between myself and a child of seventeen would place me in a position of ridicule or odium. I therefore simply ask you to fix a day, and I place myself at your disposal in the event, which I desire, of your encounter with M. Koechlin not proving fatal to you.

Maria, Empress of all the Russians died yesterday, June 8. She was the daughter of the Grand Duke Louis II. of Hesse Darmstadt, and was married to Alexander the Second of Russia, on the 28th of April 1841. In 1855 her husband, succeeding her father, the Emperor Nicholas, ascended the throne of Romanoff. In all the reforms which he immediately set about making in his Kingdom, he found an apt adviser and unfailing support in his wife. The Empress has always been regarded as an affectionate husband and father, but since the death of his favorite son, the Grand Duke Nicholas, he has not been himself, and the appearance in his palace of Royal Mistress, soon destroyed his domestic peace. For several years the Empress has absented herself from the Court, and though residing under the same roof, she has lived apart from her husband. Her declining years have been embittered by disease, neglect, and the pangs which jealousy alone can create in the wounded heart. Her death at this time must be a relief. The Empress was a woman of many accomplishments, much womanly beauty, of fine nervous organization and of rare administrative tact. —*Quebec Chronicle*.

The trial of Mr. Labronch M. P. as editor and proprietor of *Truth* for a libel on Demetrius Lambri, was concluded on Saturday in the Queen's Bench. The jury found that the prosecutor with confederates had cheated at cards and had falsely assumed the title of Pasha. The Lord Chief Justice directed a verdict for the defendant.

Three missing boats of the American Cape Mail steamer which foundered at sea, were picked up by merchant vessels and the one on board were landed on Saturday at Madeira. Two boats are still missing.

A Dutch pilot schooner was sunk off the Isle of Wight on Sunday, through collision with the steamer *Fatfield*, from Cardiff for Dieppe. Five men were drowned and the steamer was much damaged.

A dreadful boiler explosion occurred on Saturday at the "Birchall Hall Iron Works, Walsall" causing the death of about 20 men and serious injuries to many others.

An explosion occurred on Wednesday in a coal pit near Worsop causing the death of three men and injuries to eight others.

Consols in the early part of the week touched 99½ sellers but have since gradually declined to 99¼. British Railways

stocks, dull at first subsequently improved. Foreign bonds were weak throughout and quite neglected at the last.

The trial of 11 persons accused of complicity in the attempts against the life of the Czar and the assassination of General Mezentsoff began on Tuesday before a military court at St. Petersburg.

The prospects of General Grant's reelection as the Republican candidate for the Presidency are described as becoming less favorable, and the chances of Mr. Edmunds and Mr. Maine are believed to be improving.

Very extensive forest fires have occurred in Pennsylvania, New York, and other States, causing great damage to property and some loss of life.

Notice was given on Thursday last in the Cape of Good Hope Parliament of a motion to censure the colonial Ministry for proclaiming the Peace preservation Act and ordering the disarmament of the Basutos.

The Prince and Princess of Wales, accompanied by their two sons, left London on Monday, en route for Cornwall. They remained for the night at Exeter, and proceeded the next day to Lord Falmouth's seat, *Frethman*. Yesterday the Prince laid the foundation of the new Cathedral there.

Cabinet Councils were held on Friday and Monday, at which all the Ministers were present.

The Liverpool Steaming Company's steaming Cruiser arrived at Falmouth on Tuesday for the purpose of taking on board a quantity of coal. The Cruiser is at present engaged in a towing operation of an unusual kind, if not one of the longest in this direction on record. On the 3rd inst, the Cruiser left St. Michael's having in tow the large mail steamer *Para*, which the owners of the Cruiser had undertaken to tow to Southampton. The particulars of the operations up to the present have not been received, but it appears that the Cruiser had left the *Para* some 150 miles off the Lizard, so that the task is almost accomplished. It will be remembered that the *Para* broke down whilst having on board a number of passengers and the mails; and owing to the delay in her arrival it was thought that she had fallen in with some of the survivors of the *Atlanta*, which surmise was taken on board a sufficient quantity of coal the *Para* proceeded to the spot where she left the *Para* to tow her into Southampton. The *Para* belongs to the Royal Mail Steampacket Company, and is over 3,000 tons register.

LONDON, June 1.—A Constantinople despatch the Times says, the Turkish Cabinet has resolved to reply somewhat as follows to the summons which it shortly expects to receive, from the powers that the Porte has loyally executed its engagements in regard to the Montenegro question and has asked the powers to appoint a commission of inquiry therein that in regard to the Greek frontier question the conciliatory disposition of the Porte has been met by inordinate and inadmissible demands on the part of Greece and that in regard to reforms for the European provinces the Porte has drawn up regulations which will be submitted according to the treaty to the Eastern Roumelian commission. The Porte may perhaps at first try the effect of conciliatory assurances and liberal promises but if anything more is demanded the powers must expect to meet determined opposition or at least dogged passive resistance, which no amount of mere moral pressure can overcome.

A Vienna despatch to the Times says: "The signs are becoming more numerous that the reaction in Albania is making progress." In the conference held at Scutari May 29, the party, which is ready to await the decision of the powers gained the upper hand, and it was decided to address another memorandum to the Consular Corps at Scutari. The conference served to widen the breach already existing between the Mahometan and Catholic chiefs. The chief difficulty is the money question. The contributions laid on the population are resisted and found in hand and credit are exhausted. This is the inducement for many to desert the cause."

A striking story of heroism is reported from Russia. In 1853 the steward of a Russian landowner was murdered in the district of Kieff. A priest named Kobytowicz was accused of the deed and, in spite of his protests of innocence, he was transported to Siberia, where he was forgotten. And the other day an old peasant admitted on his death bed that he was the murderer, that he had confessed the crime to the priest in question and obtained his absolution. The priest, however, having received the confession under the usual seal of secrecy, could not divulge it and preferred to undergo the terrible punishment in the mines of Siberia to departing from his duty. The authorities at once sought for the priest among the prisoners, but he had died a few months before the disclosure.

The election to the vacant seat for the Radnor Boroughs, vacated by Lord Hartington, resulted on Friday in favor of the Liberal candidate, Mr. Williams, by a majority of 68 votes.

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.

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 Little Bay. Twillingate—Mr. W. T. Roberts. Pogo—M. Joseph Rendell. Villosa Harbour—Mr. J. Burke, Sr. King's Cove and Keels—Mr. P. Murphy, Bonaville—Mr. P. Templeman Catalina—Mr. A. Gardiner. Bay de Veeds—Mr. James Evans Colliers—Mr. Hearn Conception Harbor—Mr. Kennedy Harbour Main—Mr. E. Murray. Salmon Cove—Mr. Woodford Holyrood—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, JUNE 17TH.

In former issues of this journal we have from time to time adverted to the necessity and importance of the establishment of local steam communication in the principal bays of this colony, not alone as a means of facilitating communication between the various settlements of those bays, but also as an agency of no mean importance in the promotion and advancement of the general interests of the country from the increased facilities afforded for increased enterprise in the commercial, fishing, agricultural, and other industries of the colony. As remarked by us in our last issue, when making reference to the very great advantage, in fact we might say, the indispensable necessity of roads to the successful prosecution of agricultural industry, that where such important desiderata wanting, the agricultural resources, however valuable were necessarily permitted to remain unutilized and valueless. So in like manner where the natural features of the country present insuperable obstacles to the construction of lines of road and where little or no facilities for communication by water, are afforded, there also will be commercial and other interests of that portion of the country suffer from the absence, or want of that means of inter-communication, so indispensably necessary to the successful prosecution and permanency of those varied industries, which may be justly regarded as the very life-blood of all civilization and well regulated communities. Taking this view of the case and looking to the inestimable value and importance of our fisheries in their several branches as also to the untold wealth of our agricultural, mineral and other resources as calculated to afford such an inexhaustible and lucrative source of employment to our people, we feel that we cannot urge too strongly upon Government and legislature the imperative necessity of devoting their most earnest attention to the early provision for and efficient establishment of a system of local steam communication, so urgently demanded by the growing wants and requirements of the localities referred to. In referring to this important subject we are fully alive to the large expenditure necessarily incident to the general carrying out of such an undertaking, but we can see no reason why, as a beginning, a liberal amount should not be allocated from our annually increasing revenue, to the gradual establishment in our most important bays, of a means of communication which could not fail in time to be attended with the most satisfactory results to the general interests of the colony.

EXPERIENCE.

"Experience keeps a dear school," we are told from the hour when our first childish error excites the comments of our elders; but we go forward in life, seeking ever the stern teacher, who will not give her instructions through the lips of others, or who is not heeded if she attempts to employ assistance. Who will avoid folly because he has seen fools?" is a quaint Eastern saying that translates our first quotation.

Experience may be defined as the knowledge gained by personal experiment. We may heed the teachings of others, and avoid the evils they deplore, but practical experience will guide us more surely and safely, even if obtained at a heavy cost.

Wise is the man who will learn by the experience of others.

Many will not learn the evils of life until some of life's vessels have been shipwrecked beyond hope. Others will heed the first bitter experience, and learn wisdom for future guidance.

The man who has never tasted strong drink is wise if he allows the experience of others to warn him from the fatal cup.

The man who has always avoided dangerous pleasure is wise if he refrains from experiencing their evils.

If we must pay dearly for our tuition in the school of experience, let us carefully profit by the teachings thus gained, and guide our lives so that, when we gather up our own experiences in the store house of memory, we may find there no wasted lessons and no fruitless teachings.—*Com.*

The following letter has been received by the Very Rev. W. Veitch, King's Cove, and handed to us for publication:—

TUAM, May 15th, 1880.

VERY REV. DEAR SIR,—May God bless you and your flock for your generous remittance of £19. 3s. 4d., which reached in due course for the relief of the prevailing distress.

Both you and your flock shall have the fervent prayer of the poor whom you have relieved.

Your very faithful servant,
JOHN MACEVILLEY,
Bishop of Galway.

Very Rev. W. Veitch, &c.,
To the Editor of the Carbonear Herald.

Dear Sir,—Day after day, Sundays not excepted, not less than 50 to 60 pigs may be seen ploughing along our main streets, to the entire disgust of all except, as it would appear, those whose duty it is to carry out the law relating to such nuisance. We have, from time to time, complained in the above direction, but all to no avail; the excuse of to-day being the same as that of fifty years ago, viz:—"There is no place to pound pigs, we are going to have a pound built, &c." Now, Mr. Editor, if it takes fifty years to build a pig's pound, how long ought it take to build the proposed Railway?—A question for Dr. D., and our Sergeant. Not forgetting the goat nuisance.

I remain, &c.,
DECENCY.

Local and other Items.

NOTICE.—We would esteem it as a favor if our Agents would collect the half-years subscription due 22nd May, according to our terms, and forward the same to the Proprietor, Edward J. BRENNAN, Herald Office, Carbonear.

Messrs. Duff & Balmer's schooner *Oleander*, Crowell, master, which sailed from Salem, U.S., on the 5th April, with clam bait, arrived here Saturday last, from the Western Banks, and has landed 650 qts. green fish, for her first trip.

The Molly Porter, Ireland, master, of Kingston, Maine, arrived here on Tuesday from Grand Bank, reporting 1100 qts., as her first trip. She did not leave home until the 7th May.

The Volant, Captain Emberley, sailed for Baddeck, 12th inst.

The Banking schooner *Luis Jane*, owned by John Munn & Co., arrived at Harbor Grace, yesterday morning, from the Grand Bank, with equal to 400 qts. cod fish.

The Allen mail steamer arrived at St. John's about nine o'clock yesterday morning, with mails and passengers.

We also noticed among the passengers per Glover on Tuesday last, for Harbor Grace, Felix McCarthy, Esq., of St. John's.

The Rev. M. Hanley, P.P., Norths era Bay, arrived per *Lady Glover* on Tuesday last, from St. John's. The rev. gentleman is apparently enjoying his usual good health.

The schooner *Snow Bird*, Kinella, master, arrived here this morning to Hon. John Rorke, with equal to 300 qts. dry fish.

The Frances, Wolfe master, arrived here Monday last from San Lucar via Harbor Grace, with cargo salt to Messrs. Duff & Balmer.

We learn the Telegraph Construction and Maintenance Company purpose laying a new cable from Valentia to Heart's Content, the work to be proceeded with at once.

We were informed that about 100 of the Labrador craft belonging to this Bay put into Catalina, on Tuesday, thus escaping the heavy blow from the North East, during that night.

Up to the time of our going to press, all the Labrador fleet, with the exception of five vessels, have left port and probably to night will see the last of them away.

Some 8 or 10 United States and Nova Scotia bankers arrived yesterday from Holy Rood where they had been waiting some days past for bait; they have touched in here in good time, as the caplin have made their appearance and may now be taken in any quantity along the beach.

A number of Wesleyan Ministers passed through here on Tuesday, on their way to Brigus to attend the district meeting, which opened yesterday, those gentlemen may be expected to return here tomorrow, to await the opening of the Conference, for plan of Conference Service, see advertising columns.

The Rev. George Johnson, son of Rev. G. M. Johnson, St. John's, arrived here on Saturday, per *Lady Glover*, and preached in St. James' Church on Sunday evening. The rev. gentleman left for St. John's, on Monday.

On Friday last the westerly wind which had prevailed throughout the previous fortnight, having changed to South West, keeping up a nice breeze for two or three days, afforded our Labrador craft an opportunity of starting on the voyage, and during that time about seventy sail had put to sea, some eight or ten of which, however, were compelled to return to port having met the North Easter, which sprung up Monday night; these latter vessels with about 15 others of the fleet are still in port awaiting the next favorable change of wind. A number of the Harbor Grace fleet also put back, some 8 or 10 of which arrived here during Tuesday and Tuesday night.

In publishing the list of subscriptions taken at Trinity, in aid of the Irish relief fund, we inadvertently omitted the name of Charles Power, Esq., 15s.

We understand that H. M. S. *Druid* left St. John's on the fishery protection service, on Tuesday.

The *Alhambra* left New York on Friday last, for St. John's via Halifax.

The coastal steamer *Plover* arrived at St. John's on Sunday last, bringing a large number of passengers from the mining regions.

The Cable steamer *Minia* arrived at St. John's, on Sunday last.

On Saturday morning last (says the *Chronicle*) H. M. S. *Flamingo*, collided with an iceberg, and was obliged to return to port. She was steaming, we learn, about eight knots at the time. She is at present in the hands of Mr. D. Condon, under whose superintendence the necessary repairs are being made.

On Saturday morning last the P. L. Whitten, Nickerson, master, belonging to Messrs. Walter Grieve & Co. arrived here having previously landed at Renewals about 700 qts. fish. She brought in about 30 qts on deck. In the afternoon of the same day the *Oscar*, Nelson master, belonging to the Hon. J. Fox arrived with about 300 qts. Since then other bankers have arrived with the following catches: The *Schiller* to J. Steer, Esq., with 400 qts., Mary, to Messrs. Job Brown