

Mr. R. J. Pincent to step into the field even though he were to pay for votes, for there or more honorable men here than would go to make up the majority. We can challenge all the influence which may be brought to bear upon us because we are Free and Independent. We have nothing against Mr. Alexander personally, but his certificates are from a bad source; they are not signed by the venerable Patriarch of Newfoundland. If Mr. Alexander is returned for Fortune Bay then we will give in, and say we are not Free and Independent. Yours truly, FORTUNE BAY MAN.

THE STAR

THURSDAY, AUGUST 6TH, 1874.

The steam tug "Cabot" arrived here yesterday evening for the purpose of conveying a number of pleasure-seekers to the Capital to witness the Regatta, which takes place to-day. (Thursday) at Quidi Vidi.

We understand that the St. John's Total Abstinence and Benefit Society's Literary Club intends visiting our town on the 15th inst., and give an entertainment in the new Temperance Hall. We believe a very large party of Temperance men and others will accompany the Club.

We are glad to see that attention has been paid to the nuisance complained of by the Grand Jury, in the neighborhood of the Beach. We are of opinion that the overseeing of which could not have been placed in better hands than that of our friend Lynch. A little attention paid to the Public Landing to the eastward of Messrs. John Munn & Co's premises, would not be amiss. This Landing cost the country a considerable amount of money, and we cannot conceive by what right private parties are allowed to monopolize public property. We hope to see something done to protect the rights of the people.

NARROW ESCAPE.

On Monday, 29th ult., three men named Reid, belonging to Adams' Cove, were crossing the Bay in a boat, the wind blowing very hard, and while in the act of tacking, was capsized and the three men thrown into the water. Fortunately, however, they all succeeded in getting hold of the boat—which did not sink, although the stem only remained visible above water—to which they clung, the waves washing over them. They remained in this position for nearly an hour, before they could be saved. Some men in another boat a considerable distance off had observed the accident, but were unable to get within their reach for some time owing to the wind blowing so hard. This boat, however, succeeded in getting alongside and with great difficulty managed to rescue the poor fellows from their perilous position. They also succeeded in getting the boat in tow and brought her to Adams' Cove. It is believed that the fore compartment or "Cuddy" served to keep the stem up, otherwise all would have gone down.

The particulars of the arrival of the S.S. "Faraday" in Conception Bay, we take from the "Chronicle":

On Sunday evening last the Cable steamer, "Faraday" arrived at Harbor Grace, after successfully laying the cable from Tor Bay, Nova Scotia, to Conception Bay, Newfoundland. The first section of the cable, from Tor Bay to Rye Beach, New Hampshire, had been previously laid. On Wednesday, the 22nd July, the "Ambassador" landed the shore end at Tor Bay; and on the following day, at noon, the shore end having been spliced on board the "Faraday," they commenced paying out the cable. The Ambassador accompanied her till Saturday, and then took her departure for England. Everything went on most satisfactorily in paying out the cable, and at 8 o'clock, p.m., on Saturday, Cape Pine was sighted. About 11 o'clock, a.m., on Sunday, the "Faraday" passed St. John's, entered Conception Bay in the afternoon, where the end of the cable was buoyed. At ten o'clock she anchored at Harbor Grace, and at 4 on Monday morning took her departure for England. Having taken on board the third section of the cable she will commence laying, it from a point south of Valentia, Ireland, to Conception Bay, where she may be expected about the end of August or first week in September.

The "Faraday" did her work in splendid style, having been but three days in laying the Cable between Tor Bay and Conception Bay. She is by far the finest cable steamer afloat. Her highest speed in paying out the cable was nine knots per hour, and her average on the whole ran seven knots per hour. The average performance of the Great Eastern when paying out a Cable does not exceed five knots per

hour. Her machinery, tank, arrangements &c. are perfect. Captain Trott, her commander, the navigating officers, the staff of electricians in charge the engineers &c. all worked most harmoniously, and all merit the highest praise for the able and successful way in which they did their work.

It may be asked, why did not the "Faraday" land the cable in Conception Bay? Unluckily the Act of the Canadian Legislature, by which the Telegraph Monopoly is virtually terminated has not yet become law, though it will speedily be so. The consequence is that the Cable has, in the meantime, to be buoyed off the shore. We have here an illustration of how much Newfoundland loses by the continuance of the obnoxious Monopoly, and how unwise has been the policy of those who have been helping to prolong it. Had the Monopoly been terminated, as it might have been by a straightforward and energetic action on the part of the Government, the cable would have been landed at Port-de-Grave; a land line would have been built from there to St. Mary's Bay, giving employment to hundreds of our population, circulating large amounts in wages among our people and giving numerous openings for employment to the youth of the country. At Brigus or Bay Roberts the headquarters of the new company would have been established, and a second Heart's Content would have sprung up on a large scale. Every business man in the country would have felt the benefit in the reduced rates of telegraphy, and the more extended use of the telegraph wire. How many more cables may be expected to follow, may be imagined, all furnishing employment and circulating money, to say nothing of the revenue which might have been secured. All this proves that those who have been labouring for the removal of the Monopoly have been working on behalf of the true interests of the country, and that every hour of the continuance of this iniquitous monopoly is a positive injury to the Colony. Let us hope that the sanctioning of the Canadian Act by the Imperial authorities, will speedily end the trouble; but if not, we must do the work ourselves.

CRICKET.

A CRICKET Match was played at Alexandra Park yesterday evening between the Cosmopolitans and Natives, which resulted in the defeat of the former. The day was all that could be desired, Wickets were pitched about one o'clock and the Cosmopolitans having won the toss sent the Natives to the field. The latter went to work with the determination to win. The former played steady and careful in their first innings, but in their second innings they seemed to have lost courage. The Natives being long to Harbor Grace, but the Cosmopolitans were the pick of Harbor Grace, Carbonar, and Bay Roberts. Subjoined are the scores:

Table with columns for COSMOPOLITANS, NATIVES, and NATIVE. Includes 1st Innings, 2nd Innings, and Total scores for various players like Yondall, Fallon, Paterson, etc.

LABRADOR NEWS.

The following is the report of the trip of the "Hercules" to the Labrador, and the fishery on that coast: The "Hercules" arrived at Battle Harbor July 14th. Good fishing the previous week—boats 20 to 25, seines not doing well. One seine has 100 qtls. Caplin scarce till yesterday. Cape Charles—Boats 20 to 25, seines 70 to 80. July 15.—Chimney Tickle—Boats 25, seines about 40. Bait scarce. Have done well with salmon. Henly Harbor—Boats 25, seines nothing. Salmon fishery good. Red Bay—Boats 20, seines nothing. Had very good fishing with hook and line for a few days, but fish had struck off. Pennys came in, searching for fish. They reported having done poorly; had they remained at Red Bay would have killed a large voyage. Fish actually ran on shore at the head of the Bay after the lance and herring. Watson came on board and reported he had 2100 qtls fish on stage. Boats 80, seines 200. Forrean—Boats 80. No seines out. Bannabson—Boats 40. Not doing much with seines until last Monday Capt. Burke reports Thomas Ridley 150, Elizabeth 50, Alpine 40, True Blue 60, Welcome Return 30, Echo 100, Zetles 60, and belonging to Munn and Co., Sweet Home, 70. Capt. Burke says there is plenty of fish on the ground, but in deep water. Joy here from Salmon River and about poor fishery there. Jno Bartlett & cons came on board and reported they had 200 on board Rover. Forrean. Rabbits told us he had 200 qtls for his seine. Doing well to day Lance au Loup. Doing well to day Watson's seine hauled 100 qtls this morning. Red Bay—No improvement. July 17.—Chateau—Boats 30, seines 70. Salmon fishery very good—one man has 60 brls. Chimney Tickle—Gordon's boats had 100, seines 150. Had over 1600 qtls. fish and 30 puns, salmon. Cape Charles—Boats 40, seines 100. Battle Harbor—Boats 30 to 60. Cod seines put on shore, doing so badly. Spear Harbor—Forward had 160 for his seines; hauled 80 yesterday. People gone up Straits. St. Francis Harbor Bight—Boats 25, seines 100. Good salmon fishery. Punch Bowl—Boats 3, seines 10. At Dead Island and Batteau and Indian Tickle nothing doing. People gone away. July 18.—At Grady, South East Cove and Long Is and nothing doing. Indian Harbor—About 40 crafts here bound north; harbor blocked with ice till yesterday. 350 crafts in the harbor and ice Tickle until to day, when some of them left, but did not get north of Holten. No fish taken here yet. Sunday, July 19.—Mannox Island—No sign of fish or bait. At Adnavick, Rugged Islands and Cape Harrison Harbor no fish going. Crafts all going north. Passed more than 500 sal. Rounded Cape Harrison at 8 a.m. Saw Suttans and spoke Sarah Grace. I ased through ice to Tinker Island. At 12.30, on going into Holten, in trying to avoid a large pan of ice, struck on a shoal backed full steam, but would not come off. Discharged 40 tons coal, and on second day, with strong force of men and boats, got her off. No fish going here. July 22.—White Bear, Indian harbor, and Riplette—Nothing doing. July 23.—Pack's Harbor—Nothing doing. Boats all gone down the shore. Long Island—Boats 20 to 30, seines 40, some seines had 50 to 100. Prospects good. Grady—Boats 15, seines 30. No bait landed yet. July 24.—Indian Tickle—Boats 20, seines 40. Donno—Boats 10, seines 15. Caplin abundant. Black Tickle—Boats and seines 30 to 40. Spotted Islands—Boats 15 to 20

Punch Bowl—Boats 5 to 10, seines 30 to 50. Sandy Islands—Boats 30, seines 100. Seal Island—Boats 8 to 10, seines 15 to 20. Not much doing at Comfort Bight. Veusion Island—Boats 20, seines 120. Salmon fishery good. Thos. Green's vessel struck on entering Tub Harbor, and is making a large quantity of water; must heave down. Dead Island—Boats 15 to 20, seines 140. July 28.—Fishing Ship's Harbor—Boats 20 to 30, seines 120 to 150. At Occasional Harbor seines 200. A whaler belonging to Gaspe came a'onside, had 3 whales. Murray's Harbor—Boats 40 seines 300—best season for nine years. Edward Martin drowned at Francis Harbor Bight. Heard Forward had 500 qtls. at Spear Harbor. At Seal Bight they average 400. Battle Harbor—Boats 40 to 50, seines 150 to 200.

To the Editor of the Courier.

Unfortunately for the material progress and reputation of our people the anticipations of many are so far realized in the result of the apathy evinced by our government in not making any attempt to remove the gigantic monopoly held by the Telegraph company in this island.

The magnificent steamship "Faraday" with the new Cable of the Anti Monopoly Company reached Harbor Grace on Sunday last, but owing to the existing Monopoly, the shore end of the Cable was not landed. Still we have here a subject of public congratulation in the expectations on the part of this company, of a speedy termination to this great wrong, alike injurious to the Commercial World as to the dearest interests of this Island.

Notwithstanding the exertions and lavish expenditure of money on the part of the monopolists at the late Elections and the return of their minions to the Assembly, we happily find the policy of Bennett and his party today carried out by strangers to our land, and to these and not to the mercenary clique in office, shall we be indebted for an escape from the huge mammon of iniquity, the soulless Yankee corporation.

The late Bennett Government boldly took the initiative of this great work, and if still in power its successful termination would be this an accomplished fact. Our present rulers or rather misrulers being the appointees of this Foreign Monopoly, reversed the policy of their pre-decessors and some of them had the effrontery to declare that their constituents were even ignorant of the existence of such a monopoly. Mr. Shea in his place in the House of Assembly derided the attempt at abolition and even ridiculed the statements made by Anti-Monopolists in their petitions laid before the House, although these were signed by praiseworthy Commercial men, by the highest dignitaries of our religious bodies and other citizens imbued with one only object, viz: the prosperity of our island and the cause of progress and civilization.

It now appears the statement of Mr. Bennett and his supporters were founded on facts, and that our waters cover a cable laid by the interprising Company lately characterized by our officials as bogus, as a sham. Our labourers, carpenters and others of our people would now be engaged in running the lines of this company from Conception to St. Mary's Bays, if it were not for the usual hostility of Shea, Whiteway, et hoc genus omne churning in the interests of the present Monopolists. Yes, the people are now truly alive to the fact, and can appreciate the hypocritical cry of centers in the Government, who rant about encouraging home industries and additional employment for our people. Every man in the Assembly who tacitly stood by and allowed this policy to be pursued by the Government should not be permitted to raise his voice in any Assembly where the interests of the country were in question. Shame on our Executive, that the protection of our dearest interests is due to strangers.

PROGRESS.

The bark "Gananogue," Villa, master, from Quebec for Greenock, with a cargo of oak timber, struck an iceberg off Cape Race on the 11th inst. John Sturgeon was killed by falling ice; and the remainder of the crew were taken off by the schooner Newport, of Windsor, and landed at Glace Bay, Cape Breton, Quebec paper.

The "Granogue" is the derelict bark which was brought in here by the American fishing vessel "J. H. Price," though we could not until now ascertain who she was owned by. The Captain has telegraphed from Sydney that he will be here by the first opportunity.—Chronicle.

The "Newfoundlander" of to day says—We learn that H. M. S. "Bellerophon" with Admiral Wellesley on board, will leave Halifax on the 11th inst., for St. John's.



Latest Despatches

LIVERPOOL, July 29. Princes Dock Landing burnt, loss one million dollars. King Coffee paid a further instalment of \$6,000,000. The German Government sounded the Czar about recognizing the Spanish Republic, the latter is not favorable to intervention. Carlisle defeated two columns of Republicans sent to the relief of Alet. NEW YORK, 29. There are two cases of Asiatic cholera reported here. Gold firm 109. Rothschild of London and A W Belogman & Co., made a subscription of \$45,000,000 coupled with the option of taking the balance of the 5 per cent loan within six months; the transaction did not materially affect Wall Street.

THE NEGLECTED SIGNAL.

Mr J. Simmons the aeronaut who was in the balloon to which the Flying Man's parachute had been attached at the time of the accident, writes to the London Times:

So many inaccuracies have appeared in the morning papers in reference to the sad accident to M. de Groof that I feel it a duty I owe to him and myself to contradict them, and give a short account of what did happen. First for the misstatements. M. de Groof never said "On this occasion I will do or die." He never cried out, "Al right ready; make for the churchyard." There were no gentlemen in the car with me. I was alone. My balloon was ready and that at the advertised hour M. de Groof attached his machine, tying the rope himself. The ascent then commenced, very slowly at first, but gathering power as we left the earth, our pace was quickened till we reached an altitude of 4,000 feet. For some period we were motionless, having promised M. de Groof to make the Thames available for his descent (he being a good swimmer); but a fresh current suddenly springing up, rendered the attempt abortive. After some little time had passed I found we were going in the direction of Hyde Park, and I commenced lowering the balloon to enable M. de Groof to take advantage of the first good open space, and of which he was to give me notice by a previously concerted signal. The signal he neglected to give.

I only became aware of his being severed by the shock I received by the balloon's suddenly altered course; and on looking down saw his certain destruction by the reversed tail and altered position of the wings of his machine. The only words that passed between us were the reading of the various altitudes, which the instrument he had with him supplied. The last announcement made was 300, immediately before he separated himself, and it is my opinion that on reaching forward to pull the tying rope he threw himself out of his balance, and thus caused the dreadful catastrophe. My position was fraught with great danger, I became insensible and must have remained so some time; for when I recovered I was sailing over Victoria Park, having just sufficient power left to apply my brandy flask to my lips which enabled me to make a descent at Spingford where my grapple net holding. I was drifting on the railway immediately in front of a coming train and within five yards of it when an intersecting point saved the life of a second martyr to aeronautic fame." Gratitude for the preservation of my life is equally due to the promptitude of the engine driver and the bravery of two workmen, who fastened upon my car and drew it to the railway side till my grapple held.

George Brown the champion carman is about to issue a challenge to Sadler to row a five mile race with a turn for £500 sterling. Brown will row on any water in England with the exception of the Rivers Tyne and Thames, and will pay his own expenses, or if Sadler will consent to come to America will allow him £60 for expenses.

At Halifax, 20th July a court mastia commenced on board the Doris on the conduct of the captain and crew of H. M. S. Niobe, for her loss at Miquelon. The court finished its investigation on Thursday and returned a verdict not only acquitting the accused from all blame but highly complimenting them for their conduct during and after the disaster. The result of the investigation will give universal satisfaction.

The agents of several foreign insurance companies in New York have received instruction to withdraw their risks from Chicago property, or to greatly increase their rates on such property

SHIPWRECK.—brigantine Aze was lost near Cape Race. The Azebia left St. John's for this port with a dense fog on with the tide generous parts of broke up on St. took to the boat Rudsey's fishing Sunday.—Chronicle.

On the 4th inst. Henderson of At Harbor M. Furey, Esq., of

At Carbonar inst., after a brief by a large circle Bridget, the be Power, aged 54

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