

that line of roads which had also his (Mr R's) entire approval. Heart's Delight was distant about 12 miles from Heart's Content, and it was a long round way to pass by that route between the two places. The road would, therefore, when completed, be a great improvement, and its construction could be effected at a comparatively moderate cost. He would call the attention of the hon. Chairman of the Board of Works to a letter he had received from one of his constituents representing the importance of that road.

Ordered that the petition lie on the table.

The hon. Premier presented a petition from A. B. Cohn, and others, praying for the completion of the road to connect La-Manche with the road to St. John's at the head of Trinity Bay.

The hon. Premier in moving that the petition lie on the table, would call the attention of hon members to the importance of that road, inasmuch as it would afford facilities to an enterprising company, engaged in mining operations to communicate not only with the head of Trinity Bay, but with the capital. The distance from La-Manche to the head of Trinity Bay is reported to be about five miles, and yet there was no road on which people can travel on foot with safety, and there was a river or brook intersecting the road and at times impossible to pass, over which there was no bridge. Another reason why this road should be made is, that when bait was scarce at the head of one Bay and plentiful at the head of the other, the fishermen were in the habit of crossing to and fro with their bait, and the same applied to the cod fish. Now, if a road were made and a man and cart could travel the road, it would afford great facilities to these poor fishermen in conducting their fishery more profitably than they could do at present.

Ordered that the petition lie on the table.

Mr Walsh presented petitions from Daniel Roach and others, of Outer Cove, Thomas Larkin and others, of Torbay, Andrew Devereux and others, of Logy Bay, Nicholas Eldard and others, of Torbay, John Steer and others, of St. John's, Richard Duggan and others, of Torbay, Michael Hennessy and others, of Middle Cove, William Martin and others, of White Hills, John McGrath and others, of Torbay, John Steer and others, of Upper Long Pond, Patrick Ryan and others, of Logy Bay, Richard Kelly and others, of Torbay Road, Adam Noseworthy and others, of Red Head, John Mommery and others, of Torbay, North Side, D. Murry and others, of Pouch Cove, P. Ryan and others, of Logy Bay, John Pitts and others, of Lance Cove, Freshwater, Belle Isle, D. Roche and others, of Outer Cove, and Michael Cullen and others, of Torbay, praying for Grants for roads, &c.

Ordered that these petitions lie on the table.

Mr Munn presented a petition from John Fennell, Clerk of the Peace, Harbor Grace, praying for an increase of his emoluments.

Mr Munn, in moving that the petition lie on the table, urged upon the Executive, the consideration of the Petitioners' claims.

The hon Attorney General supported the prayer of the petition. He had been aware of the application to be made by the petitioner, and of the grounds on which the petition was based. He thought the petitioner should be placed on the same footing as the Clerk of the Peace at St. John's.

Mr Green supported the prayer of the petition. It seemed to him only justice, as the petitioner did not ask for an increase of salary, that he should be allowed to retain his fees of office.

Capt Parsons, while warmly supporting the prayer of that petition, was not, at the same time, in favor of officials retaining their fees of office. He thought it preferable to increase the petitioner's salary to the same amount as that of the clerk of the Peace at St. John's. He had held the office for many years, was now becoming an old man, his successor would probably receive a good salary, and as he had so long given very general satisfaction in the discharge of his duty, it would be better that his salary should be increased.

Mr Brennan had known Mr Fennell for many years. A better officer had never served the government, and he was entitled to every consideration at their hands.

Ordered that the petition do lie on the table.

Mr Munn presented a petition from James Walsh and others, inhabitants of Riverhead, Harbor Grace, praying for a grant for a landing place there.

Ordered to lie on the table.

Capt. Parsons presented a petition from J. W. English and others, of Branchville and the Cape Shore, district of Placentia and St. Mary's, praying that the benefits of postal communication may be extended to them.

Capt. Parsons, in moving that the petition lie on the table, said there was a great want of a way office there, with a postal courier from Great Placentia. The people complained very much of the irregularity and delay in the receipt of their letters, in consequence of no provision being made by the Post office department for their transmission. The people on the Cape Shore and at Branchville were as much entitled to the benefits of the postal service as were those of Portugal Cove, who had long had a way office.

The hon Chairman Board of Works supported the prayer of the petition.

Ordered that the petition lie on the table.

Mr Tessier presented a petition from the Commercial Society of St. John's, which was received and read, praying that a bill be passed to give effect to the Treaty of Washington.

Ordered that the petition lie on the table.

[TO BE CONTINUED.]



HARBOR GRACE, MAY 2, 1873.

THE mail steamer "Moravian"—the first boat under the new contract—arrived at St. John's on Wednesday last.

THE spring term of the Northern Circuit Court opened here yesterday; Judge Hayward, presiding.

WE are pleased to observe once more among us, W. P. Munn, Esq., who has been for some time absent on a continental tour.

THE Volunteer Fire Company, under the command of First Director Vass, turned out yesterday afternoon, (for exercise) presenting quite an imposing appearance. Never have we seen the Company look better, both in numbers and discipline.

JUST before going to press we received the melancholy intelligence of the sudden death of R. J. C. Leamon, Esq., of Brigus.

On Saturday morning last between 8 and 9 o'clock a daring robbery was perpetrated in the office of A. O. Hayward, Esq., the cash-box, containing about £40 and some valuable papers, having been abstracted from the safe. After an investigation, Sub-Inspector Kenna arrested two boys on suspicion, one named Adam Normour (messenger in Mr. Hayward's office) the other named Martin. The latter, we understand, confessed his guilt, and about £19 in cash and goods were found in his possession. The cash-box was found broken open, but with the papers undisturbed. The boy Normour still denies complicity, but the matter will be thoroughly sifted.—Chronicle, April 29.

A short time since we published a notice of the death, at Burton's Pond, of Captain Robert Knight, a gentleman very highly esteemed by all who had a knowledge of his excellent character. We now regret very much to learn that in the month of February last, and shortly after Capt. Knight's death, another sad affliction befell his sorrowing family. Their house was burned to the ground, and all they possessed (including the money remaining to the family) was destroyed excepting only one or two beds. By the will of an inscrutable Providence the family were not only bereft of their head, he who had always so respectably maintained them, but were now by this fresh calamitous dispensation made homeless and destitute of everything, even of food. By the kindness of neighbors, and particularly of Tilt Cove, twelve miles distant, their immediate wants were supplied, but the case is one which, it seems to us, appeals to the sympathies of all. It is seldom, indeed, when occasion requires it, that the practical sympathy of our people is appealed to in vain; and we hope that the friends of the deceased, and of his family, will not permit a too sensitive feeling to restrain the expressions of sympathy which only await opportunity. To assist those suddenly rendered destitute is one of the best uses to which money can be put, for it does good both to the giver and the receiver.—Ibid.

CORRESPONDENCE.

[TO THE EDITORS OF THE STAR.]

ST. JOHN'S, April 23, 1873.

SIRS,—I send you some lines, which I think worth publishing. They are of local interest, having been composed, I believe, by a gentleman in your community.

Yours, &c.,

ROMEO TO JULIET.

Like brilliant diamonds set in gold,  
Each eye of thine doth shine;  
Thy form so graceful makes me wish,  
My heart were wholly thine.

E'en from the hour I saw thee first—  
Fresh as the dew upon the lea—  
Under thy sweet bewitching smile,  
Came burning thoughts of thee.

Know'st thou that love's enkindled here,  
Years, long, long years cannot efface;  
Oh, may this memory keep thee dear,  
Until I meet thee face to face.

BRIGUS, April 27, 1873.

SIRS,—The splenetic members of the House of Assembly seem to have got into a good humor at last. After so much wrangling in the House, this certainly must be a relief to the metropolitans. I trust the good people of the city will give due credit to the inhabitants of Brigus for the benefit they have received from the poor people of that town.

Yours, &c.,

A CITIZEN.

ST. PIERRE, Miquelon,

April 14, 1873.

DEAR SIRS,—Nothing is more difficult to obtain here than interesting news. The fact is, in this isolated place little transpires save what is peculiar to a fishing station. Trade appears to be livelier than for some months past, in consequence of the arrival of a large portion of the

bank fleet. All the bankers left France between the 6th and 10th of March. The first one arrived here on the 2nd inst.; on the 4th another; on the 5th, one; on the 7th, three; on the 8th, one; and from the 8th to the 14th, about twenty-five more arrived.

The first herrings for bait came in on the 11th, from Burgeo. These herrings were hauled two days before the time. They were not sold, as none of the bankers were ready to take bait. On Sunday and this morning, about 200 vessels arrived from Fortune Bay with herrings, which, on an average of 100 brls. for each, will give 20,000 brls., all of which will have to be thrown away, as the fishing vessels will not be ready to take bait until the 17th or 18th, and by that time these herrings will be spoiled. There are about 400 vessels engaged in the bait business, the smallest carrying from 70 to 100 brls. One-fourth will carry from 100 to 170 brls.; one-fourth from 170 to 200, and the rest will take from 200 to 400 brls. By this you will see that I have put down a very low average for the number and size of vessels.

April 21st.—Nearly all the bankers have now arrived, and some are baited and gone off for the banks. They will all be cleared out by the 1st of May.

The highest price yet obtained for herring is 3 francs—the general price being 2½ francs, 2 francs, and 1½ franc. This is the most inferior herring school that has ever been known, and will not average more than 350 francs per craft. No sealers have touched here yet.

Yours, &c.,

NAUTILUS.

NEWS ITEMS.

A TERRIBLE fire destroyed nearly the whole of the town of Joachimstal, in Bohemia. Out of 580 houses, 430 fell a prey to the flames, and 5,000 persons are left completely destitute. Two aged women and two children lost their lives.

CAPTAIN ANNESLEY, of the 2nd battalion Sixth Regiment, stationed at Drogheda, who died recently, requested that after his decease a splendid grey charger, valued £150, be shot, and a phaeton of great value should be destroyed. After his death this request was carried out, the charger being shot and the phaeton broken up. The deceased officer has bequeathed 5s. per week to support a Newfoundland dog.

SIX MURDERERS DROWNED.—A dispatch from San Francisco, dated March 23, says: "Last week the schooner 'Lark' sailed from San Diego for Ensenada. Among the passengers were six convicted murderers to be taken to La Paz, Lower California. The bodies of the felons have been found washed ashore and chained together. Pieces of a wreck have been picked up near where the bodies were discovered, and it is inferred that the vessel was lost with all hands."

HER Majesty's ship "Zealous" returned to England lately, after a cruise round the world, during which she has voyaged over 52,000 miles and been 490 days at sea. The "Zealous" is the largest ship that ever passed the Straits of Magellan, and in treading her way through the intricate passage she grounded on a previously unknown rock, occasioning a serious leak, which was kept under during the rest of her passage by an ingenious contrivance of the nature of a water-tight bulkhead constructed on board. The "Zealous" has come under convoy of the "Seylla". Her timber has been found to be largely affected by dry-rot, and therefore unsafe. She will at once be paid off at Devonport. Her officers intend publishing a narrative of her cruise in a volume, their joint production.

ECLIPSE OF THE SUN.—This eclipse will be visible in nearly all Europe, and in the N. E. part of North America. It will not be central at any place on the Earth, but in Latitude 63° 55' N., Longitude 91° W., where largest, the Sun will be nine tenths eclipsed. At Boston the eclipse will end exactly as the N. E. side of the Sun rises, but the end of the eclipse may be seen in New Hampshire, in Maine, in Canada (east of Quebec), and throughout the eastern Provinces, New Brunswick, P. E. Island, Nova Scotia, and Newfoundland. At Halifax, N. S., the Sun will rise at 4 h. 21 m., 3/4ths eclipsed, and the eclipse will end (in Halifax mean time) at 5h. 0m. 9s.

At St. John's, Newfoundland, the eclipse will be larger than any other city or town in North America (Lat. 47° 33', Long. 52° 43'), and the greatest obscuration (nearly three quarters of the Sun) will not take place until after sunrise, or at 4h. 53m. 8s., and the Eclipse will end at St. John's (in St. John's time) at 5h. 44m. 0s. a.m.

The great eclipse of the Sun of September 29th, 1875, (which will be annular in Boston) will also be large at St. John's, but hardly as large as the one on the 26th May next.



Latest Despatches.

Important from France.

APPREHENSIONS OF A CIVIL WAR.

LONDON, 24.—A meeting of democrats to protest against the refusal of Government to recognise Spanish Republic will be held in Trafalgar Square on the 5th May.

In the House of Commons Lord Hunt condemned the financial administration which under estimated the revenue and over estimated the expenditure. He opposed payment of bonds.

Children defended the Government. A resolution to carry out the budget was proposed and finally carried.

Madrid is full of conflicting parties. Permanent Commission dissolved. The Reds are posted at every street corner holding possession of the city.

New York, 25.

Numerous Indians tribes of Utah and Oregon, threaten war upon the whites.

Gold 117 1/2.

OTTAWA, 26.

The Government evidently intend to rush through the supplies and adjourn as soon as possible. All general measures put over with the intention to stop the discussion of important measures are now apparent every day.

LONDON, April 27.—Apprehensions exist in highest Paris circles of a civil war.

The monarchists are determined to oust Thiers at any cost.

The Upper House of the Prussian Diet passed a bill controlling the clergy.

Emperor William left Berlin yesterday for St. Petersburg.

Twenty cases of cholera, five of which proved fatal, recently occurred at Vienna. Efforts are being made to conceal its appearance.

New York, 27.—Gold 117 3/8.

Modoc Indians occupy a strong position at the Lava Beds. Federal cavalry dismounted. Gillon will advance his lines to allow mortars only to operate.

PORT HASTINGS, 30.—The steamer "Prince Edward," from England, passed north to-day.

The "Atlantic" Disaster.

HALIFAX, N. S., April 8.

Of course, this terrible occurrence continues to be the leading topic of discussion among all classes of our citizens; but there is in reality nothing new to tell. The tug boats make daily trips to the scene of the wreck, taking each time a number of visitors, anxious to see for themselves the place where the ill-fated ship struck.

The divers are much retarded in their operations by the unfavorable position of the vessel, and it is in contemplation to blow holes in the ship to facilitate the recovery of bodies and cargo. One woman was found floating in the Water near Head Rock. 11 bodies were recovered—five of them by grappling—which, added to the 215 before reported, makes the total number recovered up to last evening, 226.

The White Star steamer Republic, the next vessel of the line that left Liverpool after the ill-fated Atlantic, had to put back disabled.

The divers saw the bodies of two ladies in a stateroom, supposed to be those of Misses Brodie and Barker, of Chicago.

The New York Coast Wrecking Company have taken charge of the wreck, and Captains Sheridan and Larder are working for them. A steamer and schooner with wrecking apparatus are on their way from New York. The goods saved will be taken to New York.

The wreckers have decided to cut holes in the vessel, not to blow them with powder, as it was feared the latter course would render the wreck more likely to break up.

LONDON, April 3.—The Atlantic was insured in London companies for \$150,000. There were in all 760 steerage passengers on board the vessel. The passengers and crew as she sailed from Liverpool were classified as follows:

English—Hundred and ninety-eight men, seventy four women, twenty-eight, male children, twenty-one female children.

Scotch—Seven men, four women. Irish—Forty three men, eighteen women, three children.

Other nationalities—Hundred and fifty adult males, thirty-two women, nineteen male children and eighteen female children.

A large number of immigrants embarked at Queenstown, making the total number of souls upon the steamer, when she sailed from that port, 953.

Decision in the Case of the "Atlantic."

Halifax N. S., April 29.

Mr. W. B. Christian, of Upper Prospect, who recovered the body of Mr. H. Merritt, of New York, called upon Mr. W. P. Scrymser, brother-in-law of the deceased, and gave him the particulars respecting the recovery of the body. Mr. Christian was grappling for bodies in the vicinity of the wreck, when he brought up that of Mr. Merritt, and another unknown. Mr. Christian, like an honest man and a gen-

tleman, restored to Mr. Scrymser all the valuables found on the body of his friend. They consisted of a watch and chain, which Mr. M. was taking to a friend in New York, two rings, a pocket knife, some silver change and a bunch of keys. It is a great consolation to the friends of the deceased to know that the body fell into such good hands. We are requested to say that they are deeply grateful to Mr. Christian for his noble conduct. He is not only Christian by name, but is a Christian by nature; and deserves all the praise that grateful, mourning relatives and friends bestow upon him. Mr. C. was offered money as a reward for his services, but he refused to receive any.

From a careful review of all the facts of the case, I feel compelled to state my belief, that the conduct of Capt. Williams in the management of the ship during the 12 or 14 hours preceding the disaster, was so gravely at variance with what ought to have been the conduct of a man placed in his responsible position, as to call for severe censure, and to justify me in saying that his certificate as extra master and master, might be cancelled. Put in consideration of the praiseworthy and energetic efforts made by him to save life after the ship struck, the mitigated penalty of suspension of certificate for two years should be imposed.

I also feel it my duty to state that the conduct of Mr. Brown, the 4th officer, in preventing the servant from calling Capt Williams at 20 minutes to 3, as ordered, was under the circumstances an improper violation of the Capt's orders; and further in the fact that, as an officer of the watch after 12 o'clock, he ought to have seen the light and did not see it, and ought to have seen the land and did not see it, there is an implied culpable neglect and want of vigilance which considerations for the public safety demand, should be marked by censure and moderate punishment. I therefore adjudge, that the certificate of 4th officer Brown, as master, should be suspended for three months.

(Signed) E. M. McDONALD.

We concur in the above.

(Signed) P. A. Scott. Geo. A. McKENZIE.

Capt Williams, though he evidently felt keenly his position, received the decision as a matter of course, having, as he admitted to a reporter some days before, expected such a result.

Unless overruled by the Minister of Marine—which is not likely to be—the decision is final, and has all the force of a British Board of Trade decision.

The Loss of the "Atlantic."

(A SONNET.)

The beautiful "Atlantic" speeds her course,  
And dashes through the fleecy-crested waves  
Which soon will be six hundred people's graves;  
She nears the rocks with unabated force,—  
No beacon there to tell of dangers near,—  
Tis dark, and neither officers nor crew  
Know where they are.—Oh! that they only knew—  
While to the jaws of death their ship they steer!  
But hark! a crash! Oh! what a dreadful shock!  
Death and confusion reign on Meagher's rock,  
The sleepers wake, a loud heart-rending wail  
Ascends to heaven on that midnight gale,  
One third are rescued from the foaming deep,  
The others sink in death's long dreamless sleep.

S. M.

Quebec, 5th April, 1873.

The Mohurrum was at Aden the occasion of a shocking accident. On the afternoon of the 7th a large number of people had assembled at the house of a Mussulman, opposite the native quartergard, where the panja was celebrated, and on one of the men, who are dressed as "tigers," rushing out, there was a sudden movement on the part of the crowd, and the wooden post of the outside verandah was shoved out of its place, resulting in the sudden fall of the front gallery over the verandah. The fallen gallery crushed under it a couple of dozen of human beings, and on the debris being removed it was found that one man, one woman, two boys, and two girls had been killed, and the remainder all more or less bruised. Four of those who were taken out alive are so badly hurt that there was little hope of their recovery when the mail left.—Bombay Gazette.

Passengers.

Per Tiger from Halifax—Revd Mr. Lockwood, Mrs. Lockwood and child, Mrs. McTaggart, Messrs Smith, Hamburger, Eaton, McKay, Harvey, Bennett, Wood, and 10 in steerage.

Per Moravian from Liverpool—Mrs Cordon, Mrs. Baillie, Rev. J. Milner, Hon Jas. Tobin, W. P. Munn, Esq., and Messrs Webster, Butterfield, Rousseau, Hodge, Irvine, Crowley, Goodridge.

Intermediate—Messrs Cake, Smith McCormack, and two in steerage.

Per Moravian for Halifax—Mrs. J. Carbery, Miss Ellen Regan, and Messrs. J. W. Foran, George Rutherford, J. H. McNeil, C. Matthews, Hamburger, J. Burt, Stephen Spence, George Hutchings.

Intermediate—Messrs Wm. Byrne, Sr. Wm. Byrne, Jr.

Steerage—Mrs. Anne Clooney, and five children, Miss Ready, Miss Malone, Mary Duggan, Johanna Duggan, Norah Keefe, Mary Ryan, William Martin, Patrick Martin, William Read.

DIED.

On Monday evening last, the 29th ult., William Talbot, Esq., aged 81 years.

Wholesale

- BREAD—HAR 30s.
- HAM—91. 1/2
- PORK—HAR 80s.
- CORN MEAL—21s.
- OATMEAL—30s.
- RICE—EAST 25s.
- PEAS—ROSE 6 1/2
- BUTTER—C 6 1/2
- CHEESE—91
- HAM—91. 1/2
- PORK—HAR 80s.
- BEEF—FRESH 30s.
- RYE—PER 6 1/2
- MOLASSES—E 1 1/2
- SUGAR—M 1 1/2
- COFFEE—H 1 1/2
- TEA—CONG 1 1/2
- LARD—AM 1 1/2
- LEATHER—C 1 1/2
- TOBACCO—C 1 1/2
- COBBLER—C 1 1/2
- SALT—PER 1 1/2
- KEROSENE—C 1 1/2
- COAL—PER 1 1/2
- UNION BANK

The following is the list of names of the persons who have been admitted to the office of the Registrar of the Court of Probate since the 1st of January 1873:

- Ravenwood
- Commandore
- Atlanta
- Vanguard
- Rescue
- E. Corbett
- Glengarry
- Cyrus
- Walrus
- Islay
- Rival
- Eastern
- Mastiff
- R. Isina
- Sweet Home
- Pat
- Isabella
- Sophia
- Orient
- William
- Sneezer
- Susan
- Brendan
- NEW

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