

The Fourth of July under the Midnight Sun.

A party of Americans celebrated the 102d anniversary of the national independence at North Cape, Norway, latitude 71° 15', longitude 25° 50'. They arrived there at 11 o'clock on the night of July 3d, and at one minute after midnight guns were fired and the shrill sounds of the engine's whistle were made to respond to the number of stars on our flag, and loud cheers given to usher in the great national holiday. The party then ascended the almost perpendicular cliff (900 feet high) and raised the American flag, the flag being made for the occasion by the ladies of the materials purchased at one of the Norwegian towns. When the flag was raised cheers and guns again resounded over the waters. It was certainly a most extraordinary place for such a celebration—probably the first time that a party of Americans ever celebrated the Fourth of July at such an hour at such a latitude and longitude. The midnight sun shone upon them all the time with dazzling brightness. Far to the north they gazed out on the Atlantic Ocean dashing against the great cliff on which they stood. Behind them were the snow-clad mountains, along which they had been coasting, and not a living creature was near them but the sea birds that arose screaming from the water as the silence of their home was broken. The North Cape is beyond seventy-one degrees of north latitude and about 100 miles north of Hammersfest, the most northerly town in the world. It is five degrees further north than the most northern part of Iceland.

A Mountain Sinking.

A correspondent writing from Atlanta says:—In the northeast corner of this State a recent heavy storm occurred, with thunder and lightning, to an extent heretofore unknown, accompanied by a terrific shaking of the earth. The day after it was discovered that the northeast side of Chattooga Mountain, four miles northeast of Talulah, sloping down to the Chattooga River at an angle of forty-five degrees, the top of which is about twelve hundred feet above the river, was gradually sinking. A party of gentlemen, in company with the Sun's correspondent, visited the mountain last Sunday, and found that it was not sliding, but sinking, making a break near the top, and at one place on the top of a sloping ridge leaving a perpendicular bank—the depth of which is about sixteen feet and the number of acres about thirty or forty—rather in the shape of a horse-shoe, the toe being at the top of the mountain, where the greatest depth of sinking is. In the centre of this the earth had evidently been thrown up, as trees are now standing with their tops downward and the roots up, and large stones are seen down the mountain. I made an estimate of the measurement of the place to be two hundred feet in diameter. Since then the earth has continued to sink, until it is now nearly level with the river. The phenomenon is being considered by the State geologist and many scientific men. The theory is that the river is gradually hollowed out away under the mountain.

The St. Petersburg Gazette, in an article this evening on the recent events in Afghanistan, says:—“The massacre of the English mission in Cabul obliterates the scientific frontier, and necessitates the occupation of the whole of Afghanistan by British troops, but this is incompatible with England's assurance to the St. Petersburg Cabinet, with whom there must be an understanding regarding England's measures of satisfaction—an understanding which may finally put an end to the independence of Afghanistan. The impossibility of England predominating by peaceful means affords an opportunity for a direct junction of English and Russian dominions in Central Asia, by dividing Afghanistan between the two Powers, and destroying by mutual arrangement the present intermediate zone, the cause of continual trouble between the two countries.”

A Standard Lahore telegram says that Shikarpore merchants trading with Central Asia report that the revolt at Cabul is the result of Russian intrigues. Ayoub Khan, governor of Heart, and brother of Yakoub, has been in a state of semi-revolt ever since the latter succeeded to the throne. The Russian agents have been most active at Heart for some months, and have urged Ayoub to declare against Yakoub, promising

him their support. The Heartee regiments were charged by Ayoub to cause a revolt at Cabul against the Ameer and the English. These Shikarpore merchants are generally so well informed of all that is passing in Afghanistan and Central Asia that it is probable their reports are based upon authentic facts. The news is regarded as very serious.

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 to this office.

- St. John's—Mr. W. J. MYLER, Water St.
- Brigus—Mr. P. J. POWER, School Teacher.
- Bay Roberts—Mr. G. W. R. HERLIHY.
- Heart's Content—Mr. M. MOORE.
- Bett's Cove—Mr. Richard Walsh, Post Office, Little Bay.
- Twillingate—Mr. W. T. ROBERTS.
- Fogo—Mr. Joseph Roodell.
- Tilton Harbor—Mr. J. Burke, Sr.
- Kings Cove and Keels—Mr. P. Murphy.
- Bonavista—Mr. P. Templeman.
- Catalina—Mr. A. Gardiner.

For the present all intending subscribers or advertisers at Harbor Grace will please hand in their names to A. T. Drysdale, Esq.

THE CARBONEAR HERALD

“Honest Labor—our noblest heritage.”

CARBONEAR, N. F., OCT. 2.

THE RAILWAY.

In our last issue, whilst making reference to the French Shore rights, we stated that the delay which has from time to time occurred in the satisfactory adjustment of this long vexed question, had in our opinion been productive of much injury to the most vital interests of the colony. In giving expression to this opinion, we spoke not alone with reference to our fishing interests, which although certainly to be regarded as of very great value and importance, more especially as the principal means available towards the support and sustentation of our operative population, still in our opinion, occupy a position but secondary in importance with regard to the progress and advancement of the general interests, when compared with the vast mineral and agricultural resources well known to exist within a section of the country, the long disputed rights fishery upon the shores of which, has for so long a period presented an insuperable obstacle to local colonization and development, thereby also materially interfering with the progress and advancement of colonial interests generally.

Intimately associated with the subject above-mentioned as the most effective means towards the development and utilization of the important resources of this interesting region, would be the construction of the line of railroad across the island, intended to connect our eastern with our western seaboard. Were this undertaking, regarding the feasibility of which there can no longer exist the shadow of a doubt, but once satisfactorily accomplished, the interior of the country, a considerable portion of which, notwithstanding recent explorations, still remains a perfect “terra incognita,” would be thrown open to settlement and colonization. Resources hitherto unknown would in all probability attract the attention, energy and enterprise of the capitalist, smiling homesteads, villages and towns would soon appear along the track, home industries and manufactures, varied and innumerable, would spring into existence, the busy hum of industry would be heard on every side, and Newfoundland having once entered upon the true path of progress and advancement, would rapidly assume that status and importance to which by nature and position she is so fully en-

titled, as the most prominent amongst the numerous dependencies of Britain in the western hemisphere.

ST. JOHN'S WEST.

The Coming Election.

From the Proclamation recently published in the columns of the “Royal Gazette” we learn that the nomination of a candidate or candidates, to fill the vacancy created in the representation of the western district of the metropolis, consequent upon the acceptance of office by M. Fenelon, Esq., will take place on the 27th inst., the day of polling being the 30th. For some time past various rumors have been in circulation as to who might or might not be expected to appear upon the scene as aspirants to legislative honors. Within the past few days however, from St. John's advices recently received, it would appear that to a certain extent the rumors referred to, are beginning to assume a practical form, the names of no less than three prominent citizens being on the ‘tapis,’ as candidates for the vacancy referred to, viz: Messrs. Dearin, Pinsent, McLoughlin. As the season advances, doubtless the number will still further increase, by the accession of some other doughty champions, who with “lances at rest,” when the day of action arrives, will be found fully prepared to enter the arena for the purpose of competing with their rivals in the political tournament. Be this as it may however, the duty of the constituency, is in our opinion at least, sufficiently manifest. The political antecedents, claims and principles of the various candidates for popular favor being duly weighed and considered, it remains for the people in the free, independent and untrammelled exercise of their franchise to cast their votes for no man actuated by selfish or utilitarian motives; in other words for no man likely to be allured by “the smiles of place or frowns of power.” But, on the contrary, the man selected should be one, who from his independent position should be elevated above the narrow limits of section or party, of thoroughly sound practical and progressive ideas, and fully determined to devote his best efforts with disinterested and patriotic zeal to the furtherance and advancement of the best interests of the country at large.

Correspondence.

TO THE EDITOR “CARBONEAR HERALD.”
ST. JOHN'S, Sept. 23.

Sir,—
Since my last communication to the Herald I have paid a long promised visit to a locality of which, I am sure, many of your readers have heard very little. The flourishing little settlement of Tickle Harbor in the bottom of Trinity Bay. A few words anent my journey thither, will I presume have some little interest for your readers. I left St. John's early in the present month, proceeding overland to Brigus, at which I arrived the same evening. The following morning having provided myself with an excellent guide, we started on foot for Chapel Arm and reached the Hodgswaters at two p. m., having passed on our way, through country which I can recommend to the sportsman, the lover of rural beauty and the health seeker equally. The hills I found completely alive with grouse (*tetrao albus*), not a few of which we bagged, anticipating a rich gastronomic treat when arriving at our journey's termination. The rivers and innumerable ponds upon we passed, though not tried by us, I have no doubt are rich in an abundant supply of fine trout. The country, however, is what I wish most to bring under the notice of your readers. I have never seen such woodland vistas; such picturesque hills—such charming lakes. On which side soever one looks, the eyes rest with pleasure upon the most fascinating scenery. Here you see the dark green of the pines, there the lighter shades of the birches and witch-hazels. Now home babbling it is, which attracts your attention, sometimes stealing gently

along under the shade of the overhanging, interlacing trees—now tumbling over masses of time beaten, weather discolored rock—here dashing swiftly round some miniature promontory—there prowling itself impetuously into some noble lake. Now it is some fairy like sheet of water, the lovely captive of the surrounding hills, which on calm summer evenings, look with complacent admiration at their own beauty reflected from its limpid depths, and in cold autumn weather throw the shield of their protection between it and rude Boreas. For hours I could tell you of the scenic sylvan beauty to be met with by the tourist in this favored region, but knowing that your valuable space will be occupied by matter probably more attractive to you readers, I shall avail of another opportunity to return to the subject.

Yours truly,

VIATOR.

WHARF VERSUS LIGHTHOUSE.

To the Editor of the “Carbonear Herald.”
HEART'S CONTENT, Sept. 24.

DEAR SIR,
Some time ago the Heart's Content shipowners and fishermen petitioned the Government for a grant to build a Public Wharf here, to meet the growing requirements of the place. The prayer of the petition was acceded to after a considerable period had elapsed, and the matter was entrusted to the late Mr. A. Fred Hopkins, who last spring employed a number of men, despatched them across the bay, and after three or four weeks absence lumber enough to build the wharf was landed here. Since the spring, this fine lumber has been left seasoning, nothing has been done towards commencing the object for which the money was voted. As a good deal has been said about using this lumber for a lighthouse on Northern Point, instead of a wharf, it may be as well to say that most of the shipowners, and fishermen are of opinion, that a wharf is the more useful of the two, and accordingly they consider their wishes should be carried into effect. Now as a good many of our men are comparatively idle, the fishery being nearly over, it would be a very good thing did the Government make a beginning at the work which is badly required, not only for the wants of our shipowners, but also for a landing place for our future Trinity Bay steam packet. By erecting the wharf this fall, some work would be given those who have had a poor voyage, thus enabling them to earn a few dollars for the long winter before them. As regards the lighthouse scheme, unless the feelings of those who signed the petition for the wharf have under gone a big change, few will be found to agree to the diversion of the material from a wharf to a lighthouse as the idea of the latter undertaking has only been a glimmering croquet in the minds of a few of our people. Whether it be wharf or lighthouse, it is time something was attempted, as I do not think it judicious that all that fine lumber should be left to bleach outdoors all the coming winter.

PROGRESS.

Notings by the Way.

No. 6.

As we approached about mid-passage to Twillingate, the weather underwent a change contrasting most unfavorably with that of the morning, the time of our departure from Little Bay. The wind gradually veered to the southwards the sea became so rough that the steamer rolled most perceptibly and heavy drops of rain, the harbingers of approaching storm began to fall. Arrived off Fortune Harbor a fishing boat was hailed, Mr. Fenelon were placed safely on board, and the boat bounding over the billows was soon lost sight of as she sped on her way to Fortune Harbor. As the evening advanced the wind veered more to the southward, the gale freshened and rain began to fall in heavy showers. As the steamer neared the picturesque harbor of Twillingate, notwithstanding the unfavorable state of the weather, the bold and rugged scenery of that part of the Island as it gradually burst upon the view, revealed to sight, glimpses of landscape not alone attractive to the tourist, but well worthy the pencil of an artist. As you approach the harbor of Twillingate the existence of mineral becomes gradually more apparent, the configuration and peculiar color of the masses of rock, reminding one forcibly of certain sections of country in the vicinity of the mines of Bett's Cove and Little Bay. The harbor of Twillingate being at length reached, a boat was lowered, into which I, amongst other passengers stepped and were soon landed at the premises of Messrs. Hodge, Waterman & Co. Once more upon terra firma my first anxiety was to procure suitable quarters during

my brief sojourn at Twillingate, an object which I succeeded in attaining without much loss of time and in a most favorably locality. Owing to the continued storm and general inclemency of the weather during the entire evening of my arrival at Twillingate I was precluded from the possibility of transacting any outdoor business until the following morning. Having partaken of a good supper and enjoyed a comfortable night's rest, the weather in the meantime having undergone a most favorable change, early next morning I proceeded to visit the most interesting points of this picturesque and beautiful harbor, in my progress calling upon many of the leading inhabitants by whom I was received with much cordially and welcome. I would here avail of the opportunity, to give expression to my most sincere and heartfelt acknowledgements for the marked kindness and hospitality manifested towards me by E. Rice, Esq., representative for the important district of Twillingate and Fogo, to whom and to whose good lady and family as also to Mr. and Mrs. Joseph Cooper and Mr. Robin I shall ever feel truly grateful. Twillingate formerly the locality of some of the leading business firms of the colony, is at the present day a place of considerable importance being the centre of much wealth and enterprise connected with the general trade of the country. Amongst the principal mercantile houses here, may be mentioned those of Edwin Duder, Hodge and Waterman, J. B. Tohin, Owen & Earle, and others. All these mentioned are extensively engaged in the various branches of the cod and seal fisheries and in the general trade of the colony. A day or two after my arrival at Twillingate I had the pleasure of again meeting Mr. Fenelon who had just landed from Mr. Hamilton's vessel, by which opportunity he arrived as passenger direct from Fortune Harbor to Twillingate. Business arrangements having been satisfactorily completed here and at the adjacent settlements of Back Harbor and Wild Cove, I decided upon leaving by the first available opportunity for Fogo. This opportunity however, fortunately presented itself within forty eight hours, by the timely arrival at Back Harbor of the steamer Hercules en route from the mining regions of Green Bay and bound for St. John's. Being determined not to lose so favorable an opportunity, such chances being in this section of the country, I regret to say, but “few and far between,” I proceeded with my luggage at an early hour on the morning of her arrival, overland from Twillingate to Back Harbor a distance of little over one mile. On my arrival at Back Harbor I subsequently embarked on board the Hercules as passenger for Fogo, I here again had the pleasure of meeting two gentlemen whose acquaintance I so recently had the privilege and opportunity of making at the mining regions of Bett's Cove and Little Bay, name y Mr. Ellershansen and Mr. Dickson of the Bett's Cove Mining Co. These gentlemen I found from subsequent conversation, were passengers from Bett's Cove to St. John's, en route for Halifax. The passage from Twillingate to Fogo, which occupied about four hours, was rendered very interesting from the peculiarly favorable state of the weather, the picturesque and varied scenery along our route and the almost continuous social intercourse with the passengers, not a few of whom chanced to be old time friends and acquaintances from the metropolis. Having at length arrived of the Island of Fogo, I being then a passenger on board for this destination, a fishing boat was hailed into which, valise in hand, I stepped, and was shortly after landed safely at Fogo, into which harbor she passed through the canal from Seal Cove.

Local 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.

Two auction sales of cattle, sheep and agricultural produce took place at Harbor Grace on Tuesday last. One, the cargo of the “Morning Star,” from Bedeque to Messrs. Rutherford & Tays, consisting of 60 head oxen and cows, 69 sheep and 80 tubs butter. The other at the premises of Messrs. Paterson & Foster, consisting of 45-head cattle, 2 horses, 26 sheep and 50 tubs butter. Sales were brisk, commanding good prices in most instances.

There is a cypress tree at Somma, in Lombardy, Europe, which is said to be the oldest on record on the continent. There is reason to believe this tree was in existence at the time of Julius Caesar, forty-two years before Christ, and is 1,911 years old. It is 106 feet high, and measures twenty feet in circumference at the height of one foot from the ground. When Napoleon made the great road over the Simplon, he deflected the line to avoid injuring this tree.

W. P. M. Harbor Grace s's Lady John's, who sage for B bound steam

The Jan being the arrived her from Cape Harbor, w touched into the fall total absence left again f Capt. Kenn of already of codfish a ing been f was enable prime order the West, R. Maddoc

We have before our n tract from per mail, Bay, under

I beg con regarding t Sound, B Brien Esq., rived on the of the work, l Twillingate on the oper including of an excellen loam on the of red clay s lowed by M is admirably The work is and is already ties here fo pine logs w there to rot serve great ly a stone to growth of ti gret now is, voted for t done more men are on ture period, most advisa be increased at least \$1,0 and flies are

The Late

It is with f have to reac venerable age mentioned un expected gent event took pl erpool, on Su deceased had connected w been resident as we unders century. Hav this colony, oc tion in the ol Baine Johnst Munn subsequ at Harbor Gra late Capt. Pun for many ye Munn. Subse Capt. Punton established cop per, but to ex dimensions, un direction of th at the time of member of the table firm of J dition to his the trade and late Mr. Munn a seat in the subsequently al Assembly representatives for Harbor Grace, filled with hono to the country ceased Newfou first and best Bay a merchan citizen and be will be diffic reaved widow, lamented dece der our most si pathy in this, t

FIRE.—A f Grace on Frid on the outskirts by the Misses the efforts of were on hand titude, the bui sumed. Owin locality no fur