

The Star,

And Conception Bay Semi-Weekly Advertiser.

Volume I.

Harbor Grace, Newfoundland, Friday, January 3, 1873.

Number 66.

JANUARY.

S.	M.	T.	W.	T.	F.	S.
5	6	7	8	9	10	11
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31

FOR SALE.

RESERVES & GROCERIES!

Just Received and For Sale by the Subscriber—

Fresh Cove OYSTERS

Spiced do.

PINE APPLES

PEACHES

Strawberries—preserved in Syrup

Brambleberries do.

—ALWAYS ON HAND—

A choice Selection of GROCERIES

T. M. CAIRNS.

Opposite the Premises of Messrs. C. W. Ross & Co.

Sept. 17.

NOTICES.

J. HOWARD COLLIS,

Dealer and Importer of

ENGLISH & AMERICAN

HARDWARE,

Picture Moulding, Glass

Looking Glass, Pictures

Glassware, &c., &c.

TROUTING GEAR,

In great variety and best quality) WHOLESALE and RETAIL.

221 WATER STREET,

St. John's,

Newfoundland.

One door East of P. HURCHINS, Esq.

N. B.—FRAMES, any size and material, made to order.

St. John's, May 10. tft.

HARBOR GRACE

BOOK & STATIONERY DEPOT,

E. W. LYON, Proprietor,

Importer of British and American

NEWSPAPERS

—AND—

PERIODICALS.

Constantly on hand, a varied selection of

School and Account Books

Prayer and Hymn Books for different denominations

Music, Charts, Log Books, Playing Cards

French Writing Paper, Violins

Concertinas, French Musical Boxes

Albums, Initial Note Paper & Envelopes

Tissue and Drawing Paper

A large selection of Dime & Half Dime

MUSIC, &c., &c.

Lately appointed Agent for the OTTAWA

PRINTING & LITHOGRAPH COMPANY

Also, Agent for J. LINDBERG, Manufacturing Jeweler.

A large selection of

CLOCKS, WATCHES

MEERCHAUM PIPES,

PLATED WARE, and

JEWELRY of every description & style

May 14. tft

NOTICES.

PAINLESS! PAINLESS!

TEETH

Positively Extracted without

Pain

BY THE USE OF

NITROUS OXIDE GAS.

A NEW AND PERFECTLY SAFE

METHOD.

Dr. LOVEJOY & SON,

OLD PRACTITIONERS OF DENTISTRY,

They would respectfully offer their

services to the Citizens of St. John's, and

the outports.

They can be found from 9 a.m. to 5

p.m., at the old residence of Dr. George

W. Lovejoy, No. 9, Cathedral Hill, where

they are prepared to perform all Dental

Operations in the most

Scientific and Approved Method.

Dr. L. & Son would state that they

were among the first to introduce the

Anaesthetic (Nitrous Oxide Gas), and

have extracted many thousand Teeth by

its use

Without Producing pain,

with perfect satisfaction. They are still

most lasting manner. Special attention

given to regulating children's teeth.

St. John's, July 9.

Teeth filled with great care and in the

most perfect manner. Special attention

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POETRY.

The Sailor Boy's Farewell.

Wait, wait, ye winds, till I repeat

A parting signal to the fleet

Whose station is at home;

Then waft the sea boy's simple prayer,

And let it oft be whispered there,

While in fair climes I roam.

Farewell to father, blessed hulk;

In spite of metal, spite of bulk,

His cable soon may slip;

Yet, while the parting tear is moist,

The flag of gratitude I'll hoist,

In duty to the ship.

Farewell to mother, first-class she,

Who launched me on life's stormy sea,

And rigged me fore and aft;

May Providence her timbers spare,

And keep her hull in good repair,

To tow the smaller craft.

Farewell to sister, lovely yacht;

But whether she'll be manned or not,

I cannot now foresee.

May some good snip a tender prove,

Well found in stores of truth and love,

And take her under lee.

Farewell to George, the jolly-boat,

And all the little craft afloat

In home's delightful bay.

When they arrive at sailing age,

May wisdom prove the weather gauge,

And guide them on their way.

Farewell to all on life's rude main;

And though we ne'er may meet again,

Through stress of stormy weather,

Yet, summoned by the board above,

We'll harbor in the port of love,

And all be moored together.

FACTS.

THE BOSTON FIRE.

Opening of the Safes in the

Ruins.

The work of opening the safes which

have passed the fiery ordeal still continues

in the burned districts, but the number

as yet unexamined is now very small. Al-

most every vault so situated as to be ap-

proachable by reasonable exertion, and

every safe the whereabouts of which could

be ascertained with any certainty, has al-

ready told its story. Upon every one of

them the hope of an individual or corpor-

ation has been based, and none but those

who have passed through such trials can

feel how sick at heart the watching, wait-

ing ones become. Ofttimes the iron

bound treasure box is discovered buried

far below the surface, where the intense

heat of the early fire is still continued,

and on several occasions they have been

found roasting in the midst of what was

intended for the winter's supply of coal,

while the solid masonry of the establish-

ment itself was heaped as in a funeral

pile above them. In such a case ribs of

steel and bars of brass, filled in between

with the best of composition, could offer

no effectual resistance. Indeed, safes of

any make have proved but an uncertain

dependence when exposed to the full fury

of the flames. Properly constructed

vaults, however, have given very general

satisfaction, in nearly every instance, their

contents being preserved unharmed. At

about noon yesterday the Nashua Manu-

facturing Company opened their vault,

and found everything in the best order.

The vault was one of a series piled one

above another like the stories of a build-

ing, and all were found to be in the best

condition. So solidly were they built that,

despite the rush of fire and crash of walls

all round them, even the out-sides preserve

the regularity of their original outline.

In the immediate neighborhood of this

and about the same time, Mr. Edward A.

White opened an "Improved Salamander"

safe, but the Salamander quality was whol-

ly imaginary, and a large lot of Masonic

emblems together with many valuable

papers were found to have ended in

smoke. An Edward & Homan safe be-

longing to T. W. Pierce & Bacon, was no

more successful in preserving documents

of that firm, but in neither of these in-

stances was anything lost more valuable

than business paper. At the site of

Smith's General Express office, on the

corner of Water and Kirby streets, a crowd

of interested expressmen were for several

hours of the forenoon busily engaged in

unearthing the safe of the establishment,

one of Wilder's make. The door was

found so badly swelled, however, that the

key would not work, and force had to be

applied. To the great disappointment

of many the contents were found badly

burned, and about \$25 in currency which

it contained were scorched to a crisp.

The most valuable documents the safe

contained were receipts to the amount of

about \$1000, which may possibly be in a

measure restored. A safe of McFarland's

make, belonging to J. H. Lee & Co., was

found in a similar condition.

Cape Breton Islanders to a fresh and live-

ly sense of their isolation, and of the ne-

cessity of improving their means of com-

munication with the mainland, and of tak-

ing the part in the commerce of the world

to which from advantages of position and

natural resources they are entitled. It is

not simply the accommodation of local

wants which now stimulates the energy

and enterprise of the Cape Bretons. They

are sensible of the benefits conferred by

railway communication with important

centres; but their designs are more am-

bitious and far-reaching. The projected

railway from Pictou to Louisburg and

Sydney is a matter of five millions, which

it is anticipated could be raised or guar-

anteed without much difficulty, as the Local

Government has contributed liberally and

the municipalities are expected to display

similar interest. But Cape Breton looks

for greater things than provincial sub-

sidies and municipal bonuses, and holds

up the glittering prospect of a railway ex-

ension towards the Pacific, with Louis-

burg as its eastern terminus, as an enter-

prise of the "near future," when "this

great Dominion will take its place

amongst the nations of the world."

The enormous increase of ocean traffic

has enhanced the importance of securing

the shortest and safest route from land to

land; and there is little doubt that the

pressing demands for quick transit will

compel steamships to discharge their

passengers at the nearest available sea-

ports. The railways will consequently

have to advance their outposts; and the

"stepping off places" will be, not New

York or Quebec, and Liverpool or London-

derry, but some unknown or unfrequ-

ented harbor where the continent projects

into the ocean far beyond these cities.

The Atlantic passage is every day becom-

ing more like a ferry; and the ferryman

will have to select points of embarkation

and disembarkation where the continents

most nearly approach each other. The

prospect of sudden prosperity for that

harbor which shall combine the desired

advantages of safety, freedom from ice,