

THE CARBONEAR HERALD

A ND OUTPORT TELEPHONE

Vol. 2.

CARBONEAR, NEWFOUNDLAND SEPTEMBER, 30th, 1900.

No. 19.

THE CARBONEAR HERALD

AND
OUTPORT TELEPHONE,
Printed and Published from the
Office, west of the Post and Telegraph
Offices, Water Street, Carbonear, every
THURSDAY MORNING.

Terms --- \$3.00 Per Annum
(Payable half-yearly in advance.)

Advertising Rates.
Fifty cents per inch for first insertion,
one-third of the above for each
continuation. Standing Advertisements
in-seriesed monthly, quarterly,
half-yearly or yearly on the most
reasonable terms.

All communications for the "Herald"
to be addressed to the Proprietor
and Publisher,

E. J. BRENNAN,
Herald Office, Water St.,
Carbonear, Nfld

AGENTS FOR HERALD

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consented to act as our agents all in-
tending subscribers will therefore confer
a favor by sending in their names and
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Of every description neatly executed
at the office of this paper.

NEWS PER MAIL.

LONDON Sept. 13.—A most diabolical
attempt was made to wreck the down ex-
press train on the North Western Railway.
This train which comes from Edinburgh
and Glasgow, it appears, was supposed
to carry among its passengers, the Rus-
sian Grand Duke Constantine, Admiral
Poppoff, of the Russian navy and some
other Russian officials who have been vi-
siting Greenock for the purpose of exam-
ining the construction of some new ves-
sels in course of building. The Nihilist
refugees in England, it is thought, laid
the plan of blowing up the train and des-
troying these officials as well as the other
passengers, for the purpose of demonstra-
ting that even in England the lives of
the Prince and his aides were not safe
from the vengeance of their terrible and
merciless enemies. By a most providen-
tial interposition, the well laid plot
failed of accomplishment, although the
escape was very narrow. Near Busby,
a station not far from London, some
pike layers working on the track discover-
ed, at a spot over two hundred yards
from the village, some fish plates which
had been tampered with. The foreman
made an examination, which resulted in
discovering that four pounds of dynamite
had been placed under the plates. The
ties of the rails had been removed, and
dynamite was connected with India rubber
tubes, containing gunpowder. The loco-
motive in its passage cut this, but by an
almost miraculous accident the percus-
sion caps, which were intended to fire
the dynamite, had been displaced and
failed to explode, so that the train passed
in safety over what would otherwise
have blown the whole train and its pas-
sengers to pieces.

The train had only passed a few min-
utes when the discovery was made. In-
telligence of the affair was at once sent
to London and most skilled detectives
of Scotland Yard with their foreign aux-
iliaries are now seeking to discover the
persons who tried to execute this terri-
ble plot. Happily the chances of their suc-
cess are good. A careful record is kept of
all refugees from Russia. Suspicions al-
ready are attached to a lady and gentle-
man who have been often seen near Busby,
and who seen companions of those
who occasionally met them at a house
near that place.

ATTEMPT TO BLOW UP A TRAIN WITH DYN-
AMITE.—The "Globe" says—"A dastardly
attempt to wreck the London and North-
western down express leaving Euston
station at 5.15 a.m. was made Sep 13,
near Bushey station. As the pike layers
were going their usual round of inspec-
tion, about 7 o'clock, they discovered
200 yards from the station, a brown pa-
per parcel about 4 lbs. dynamite. The
fish plate by which two rails were joined
had been removed, and the parcel was
placed underneath the rail. Connected
was an India-rubber tube containing gun-
powder and some percussion caps. It
had been cut in two by the wheels of the
train, but very fortunately the place at
which it had been served contained no
percussion caps, otherwise the train
would have been ignited and the train
had been completely wrecked. The
Northwestern Company's detectives
have been sent to Bushey to investigate
the matter." The station master is on
his holidays, and his place is filled by an
able official, who was last night waited
upon by representatives of the Press As-
sociation. When the first intimation of
the dastardly attempt reached London
last evening, it was received with a gen-
eral incredulity, and when enquiries were
made at the Euston terminus, only a few
of the officials on duty had heard of it,
and they were unanimous in the opinion
that the story was too monstrous to be
true. The deputy station master at
Bushey, however, kindly supplied the
Press Association reporter with the re-
port relative to the matter which, with
a despatch he made to Mr. Superin-
tendent Eddy, at head quarter. The
station master is at a loss to account
for the motive of the preparation. He
stated that no officials had been recently
dismissed, and that up to the present
no exclamation had been forthcoming
from any quarter.

THE ROYAL BIRTH IN SPAIN.—A corres-
pondent of a London contemporary in Ma-
drid gives following details regarding the
Princess in Spain.—A very few moments
after the birth of a daughter King Al-
fonso entered the ante-chamber and ac-
quainted his child to her all see her.
The Lord chamberlain, the Marquis of
Alcorta then handed the royal child to
the Duchess Medina de las Torres, who
had been appointed to direct the house-
hold. In apartments which have recent-
ly been furnished with simplicity and
taste for the Empress and her nurses and
suite, the young infants and ladies of
the court and nobility were admitted to
admire a worthy lady adorned with
very handsome native and French lace.
The nurse of the princess is a peasant,
about 23 years old, from the valleys near
Santander, and wears the pretty pasaga
costume of velvet and silken braided bo-

dice and skirt. The christening will be
celebrated in the Chapel Royal by the
Cardinal Benavides in presence of the
King and the royal family, the diplo-
matic corps, and the ministers. As it was
known in Madrid that her Majesty was
not been so well since her flight, the en-
vironments of the palace were crowded with a
multitude of persons curiously speculating
on the event. After dark by gas-
light, many groups moved about under
the trees in expectation of a signal, until
a light on the palace roof indicated that
an infant was born shortly before nine.
Her name will be Mercedes.

We will soon (says the San Francisco
News-Letter) be at the tail end of a half-
century since steam navigation began as
an experiment, which soon became the
prognostication of ideal philosophers of
the Lardner school, who, foolishly enough,
ventilated prediction that practical men
treated as mere novelties and hindrances, to
be swept out of existence whenever their
accumulation became a nuisance. Com-
mercially considered, the first steamers
of noteworthy importance that attempted
upon ocean navigation were built on the
River Clyde, at Glasgow, in Scotland, be-
tween Aberdeen and London. They so
interfered with the regular smack trade
between the two ports that the far sight-
ed Aberdeen, had, for self preservation,
to stir up their wits and do something
to enable them to withstand the new and
risky competition. They designed
and built a then entirely new style of
sailing vessel, that could, and did, in the
matter of running time, successfully com-
pete with the steamers. In craft vernacu-
lar, these new style vessels were called
and known as Aberdeen clippers, and
were, in fact, the models for every Ameri-
can clipper that has since that time been
built. The success attending the Clyde
steamers was imitation of a present na-
ture never withered. In the whole world there
is no place whatever that can in any
degree compare with the Clyde for either
extent or quality of steamship building,
and at this moment an indisputable
verification can be adduced, for between
American and European ports there are
at the present time something like a score
of steam navigation companies doing an
immense passenger and carrying trade
with vessels of great power and mag-
nificence, and notwithstanding the variety
of trade nationalities, at least two-thirds
of the vessels employed were built and
equipped at the Clyde, and more, unless
there is not an American steam company
in the whole Atlantic trade. With a
run of about fifty years to try it, and
after many unsuccessful attempts, the
Americans have utterly failed to sustain
permanent competition. All the British
companies have prospered beyond any
probable anticipation clothed with reason.
The Cunard Company, starting
with four vessels some forty years ago,
have now twenty times that number.
What is this something which enables
Europeans to so far outstrip the Ameri-
cans in a competitive trade so as to ex-
clude them from the merest share in the
largest steam trade in the world? A
baneful, overweening, and ignorantly sel-
fish conceit invariably leads to disastrous
results, and a nation given over to the
fashion of concentrated boast cannot fail
to be suffocated with a policy of its
own making.

LIVING EIGHTEEN YEARS ON WA-
TER.

Account of John Ferguson, of Kill-
menford, in the Shire of Argyll, who
lived Eighteen Years on Water. By
Robert Campbell, of Kerroma.
About eighteen years ago he happened
to overheat himself on the mountains,
in pursuit of cattle, and in that condition
drank excessively of cold water from a
rivulet, near which he felt asleep; he
awoke twenty-four hours after in a high
fever. During the paroxysm of the fever
and ever since that time his stomach
loathes and can retain no kind of aliment,
except water or clear red wine, which he
used but seldom by reason of its scarcity.
Archibald Campbell, of Inverlister, told
him this man's father is tenant, and that
him to his own house and looked him up
in a chamber for twenty days, and sup-
plied him himself with fresh water, so
no greater quantity in a day than an
ordinary man would use for common
drink; and at the same time took par-
ticular care that it should not be possible
for his guest to supply himself with any
other food. Yet after that space of time
he found no alteration in his vigor or
usage. He is now about thirty six years
of age, middle stature, a fair and healthy
complexion. His habit of body is meagre,
but in no remarkable degree; his
ordinary employment is looking after
cattle, by which means he needs not
travel four or five miles a day in that
mountainous country. He uses no to-
bacco, yet seems to discharge as much
saliva as others who do not use stimulants
to provoke that evacuation. If you
may judge of his insensible perspiration

by the softness and freshness of skin he
is in that respect like other men, and,
like them, sweats with violent exercise.
As to the grosser excretions, it did not
occur to me to inquire about them, but
I conclude he discharges none, because
the country people, who strongly fancy
him supported by supernatural means
would not forget to object this to him if
he excreted any quantity of gross faeces
with which water is not charged.

This is an instance to convince us that
a great part of the gross meats which
we greedily destroy is not necessary for
the support of animal life, and that
there must be some other qualities in the
pure element of water that have fallen
under common observation, since they
have supported this man in health and in
vigor for so many years, and supplied the
evacuations necessary in the economy.

The s.s. Frankfurt, of Liverpool, was
wrecked on the 4th inst. under the cir-
cumstances narrated as follows by Mr.
John McKelvie, Leith, who was a pas-
senger in the ill fated steamer.—We
left Coburg Dock, on Thursday, 21 Sep-
tember, at 9.33 p.m., in charge of a
pilot on a voyage to Stockholm, with a
valuable general cargo. At 12.20 a.m.
of the 3rd the pilot was discharged at the
bar, and we proceeded on our voyage.
The weather being fine, at 9.30 a.m. we
passed the Point of Ayr, Isle of Man, and
soon thereafter it became very hazy, but
not such as to prevent us from going at
full speed, as we could see clearly for a
distance of five miles. At 4 p.m. a
dense fog set in, which caused us to re-
duce the speed of the engines to about 3
knots an hour, and to blow the whistle
at intervals of five minutes. At 8 p.m.
the fog cleared away a little, enabling us
to go at full speed ahead. At midnight
on Friday the fog again set in. The speed
reduced to dead slow, and at one o'clock
on Saturday morning the engines were
stopped to take soundings. After this,
the engines were started dead slow, stop-
ping at intervals of an hour for this
purpose was at 8.45. On the morning
of the 4th, the engines were started slow
ahead, and at 9 a.m. the vessel struck
heavily downward on a sunken rock, when
the engines were immediately stopped.
The sea being rather rough caused the
ship to strike very heavily on the rock
and every swell lifted her further on, till
she floated again in deep water. The
holds were sounded, and 5 five feet of
water was found in the main-hold. The
engine-room and after-hold being clear
of water, the vessel was now settling down
forward. The captain gave the order to
clear away the boats. This proved no
easy task, as the ship was rolling heavily
we launched the starboard long boat, and
in doing so the boat got stove in three
places, rendering her almost useless. Our
only remaining boat was the port pin-
nice, and it being on the weather-side of
the ship it was impossible to launch it as by
time the sea was breaking over the deck.
The only alternative made to us was to
start the engines and get the ships
head to sea. The engineers at great
risk went below and started the engines,
and by this means the ship was got into
a position to enable us to launch the pin-
nice. All being now ready, we took to
the boats at 9.25 a.m. and pulled
clear of the Frankfurt. By this time the
foremast-deck was submerged, and at
9.25 the vessel went down head first;
the boiler exploded, and the after-deck
was blown up, taking the mainmast with
it. By that the fog had cleared away a
little while the wind had veered to S.W.,
and we discerned Skerryvore lighthouse
bearing about N.E., distant about five
miles. From my previous knowledge of
the locality, I was requested to take
charge of the long boat, containing ten
men. We stopped up the holes in the
bottom of the boat, and stationed two
men with buckets, to bail out the water
which got in at the broken planks and
by occasional seas breaking on board.
At noon we all (seventeen men) landed
safely on Kerryvore rocks, and were
kindly received by the lightkeepers, who
procured for us every comfort at their
command. Our next course was to pro-
ceed to our boats from being broken up
by the incoming tide, which caused a
heavy surf to break all round the rocks.
We raised up our boats on the rocks
above high-water mark, but unfortunately
the wind and sea increased on Saturday
evening the latter smashing our long
boat, and rendering it unsafe for further
use. We were all sheltered for the
night in the lighthouse, and as comfortable
circumstances would permit, there being
twenty of us, including the three light-
housekeepers. On Sunday morning the
weather moderated considerably, and
the captain and I resolved to make for
the land with the pinnice if no relief
came to us. Signals were put upon the
light house to attract attention on shore
for a boat to be sent off, out, seeing no
prospect of one coming, we requested
six volunteers to man the boat. Only
three responded. We had thus but four
oars, including myself. The captain
took the helm and a boy went to bail
the water out of the boat. At noon we