

THE CARBONEAR HERALD

AND RAILROAD JOURNAL

CARBONEAR, NEWFOUNDLAND, April 7, 1882

THE CARBONEAR HERALD

AND RAILROAD JOURNAL.

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All communications for the "Herald" to be addressed to the Proprietor and publisher;

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

ADVERTISEMENTS.

POST OFFICE NOTICE

MAILS will be despatched from this Office during the winter months as follows:

On Monday and Friday mornings via Topsail for district of Harbor Main, Brigus, Fort-de-Grave, Bay Roberts, Harbor Grace, Carbonear and Heart's Content.

On Wednesday via Portugal Cove for Harbor Grace, Carbonear, Brigus, Bay Roberts, Bay-de-Verde district, Trinity north and Bonavista district.

In the event of the steamer being prevented by the ice from crossing Conception Bay on Wednesday, mails will be forwarded overland via Topsail.

On Friday, after arrival of mail steamer, for Bay Bulls and Ferryland district, St. Mary's and Placentia district.

On Wednesday, 11th of January and each alternate Wednesday until 18th April, by overland route to Northern districts. Also per steamer on Monday 2nd and 16th January, 6th and 20th February, 6th and 20th March, 3rd and 17th April for usual ports of call to South and West.

If any time the Trinity Packet is prevented by ice from making the usual weekly trips, mails will be despatched overland on same date as for other Northern districts.

Mail per steamer and Northern overland route will close at 8 a.m. on morning of despatch. All others at 9.30 a.m.

General Post Office, St. John's,
December 27th, 1881.

ST. JOHN'S, No. 1
MARBLE WORKS
THEATRE HILL, ST. JOHN'S.

ROBERT A. MACKIM
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Monuments, Tombs, Grave
Stones, Tables, Mantle Pieces,
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He has on hand a large assortment of Italian and other Marbles, and is now prepared to execute all orders in this line.

N.B.—The above articles will be sold at much lower prices than in any part of the Province of the United States.

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M. J. SHEEHAN,

Tinsmith and Dealer in Stoves.

Begs to inform the public of Carbonear, and vicinity, that he has just opened business in the shop recently occupied by Mr. T. Malone and nearly opposite the Court House Fire Break, where he has on hand a large assortment of

TINWARE

Of every description.
Also a large assortment of

Stoves and Castings

ADVERTISEMENTS

HOUSEHOLD WORDS



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Congestion and Obstruction of every kind they quickly remove the cause, and a constipation and disordered condition of the Bowels, they act as a cleansing operation.

For Debilitated Constitutions and also Female Complaints these Pills are unsurpassed—they correct all Irregularities and Weaknesses from whatever cause arising.

THE OINTMENT

stands unrivalled for the facility it displays in relieving, healing, and soothing curing the most inveterate Sores and Ulcers, and in cases of

BAD LEGS, BAD BREASTS, OLD WOUNDS

Gout, Rheumatism, and all Skin Diseases, acts as a charm.

Manufactured only at Prof. or Holloway's Establishment,

533, OXFORD STREET, LONDON and sold at 1s. 1 1/2, 2s. 9d., 4s. 6d., 11s., 22s., and 33s., each Box and Pot. and in Canada, 36 cents, 90 cents, and \$1.50 cents, and the larger sizes in proportion.

Caution.—I have no Agent in the United States; nor are my Medicines sold there. Purchasers should therefore look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious. The Trade Mark of my said Medicines are registered in Ottawa, and also at Washington.

Signed THOMAS HOLLOWAY

533, Oxford Street, London.
Sept. 1, 1880

NOTICE.

ALL Sleeps cut for the Newfoundland Railway Company, must after this date be cut 8 feet long, be hewn on two parallel sides, of a uniform thickness of not less than 6 ins., the face must be not less than 6 inches wide and smoothly hewn and free from all score hacks. Of sound timber, to be either of Spruce, Juniper, Pine or Marsh Fir. The two Ends must be cut square. Sleepers under size will not be received.

By order of the
NFLD. RAILWAY COMPANY.

PATENTS.

We continue to act as Solicitors of Patents, Caveats, Trade Marks, Copy Rights, etc., for the United States, Canada, Cuba, England, France, Germany, etc. We have had thirty-five years experience.

Patents obtained through us are noticed in the SCIENTIFIC AMERICAN. This large and splendid illustrated weekly paper, \$3.20 a year, shows the Progress of Science, is very interesting, and has an enormous circulation. Address MUNN & CO., Patent Solicitors,

Legislative Proceedings.

HOUSE OF ASSEMBLY.

THURSDAY, Feb. 24.
Continued.

Hon. the Premier was glad to find the good old hearty spirit revived in this House. So far as the operations of the Railroad have gone the results have certainly been satisfactory. For himself without indulging in any freaks of fancy, he must say that he saw in the distance great and abiding results to our people from the opening up of the country by Railroad construction. The hon. member for Harbor Main had referred to the course taken by some hon. members of this House in their opposition to the Railroad scheme. Certainly some variety of opinion did exist, and some were of opinion that the Imperial Government would put its foot down and refuse assent to a Railway Bill. So far from this the assent was given and much more. The country was warmly congratulated on its energy and desire for advancement. The Bill was then made law, but the opponents of the measure prophesied that the guarantee required from the Company would never be put up. But the dollars were put up. Then they said operations would not commence, but operations did commence. Then the laborers would not be paid, but the laborers were paid. Then no locomotive would ever be landed, but the locomotive was landed. Again, the rails were Welsh iron and not the proper weight, but the rails were tested and we gauged. They were found to be of the very best steel and beyond the required legal weight. And so matters progressed, and the prophets turned out to be false after all. The slight impediment from the unusual snow fall of this season's one that common with all similarly situated countries we must be prepared to face. When the Spring opens the work will be pushed forward with a hundred times more energy. Some remarks have been made by the hon. Mr. Kent bearing on the legal inspection of mines. He, (hon. the Premier) believed that a dew legal inspection of mines was every day becoming more a necessity in face of the gradually increasing dimensions of this promising industry. At any rate the subject of mining leases is one that must soon be dealt with by this House.

Another subject of a kindred character had also been referred to by the hon. gentleman, namely the enacting of a law to make provision for the safety, comfort and accommodation of our sailors on board sealing vessels and steamships. There was another matter taken up last year by the hon. Receiver General relating to the conveyance of female passengers to the Labrador. These are all subjects worthy of careful enquiry. The hon. member Mr. Little had made somewhat premature allusion to the Revenue and suggested various remedies for disposing of the year's surplus. It would have been wiser to have waited till the Receiver General had announced to the House in detail the state of the finances. At any rate the Government will adopt a mode that will give entire satisfaction to the House and to the country. Reference has been made by Mr. Scott to the Bank Fishery Bounty. That is a subject on which the Government may fairly congratulate themselves. Through their exertions this decayed branch of industry was warmed into new life. But it can now float without further aid, and other industries of the country should not be taxed to support one that is self-supporting. During five years the sum of \$25,000 was paid as bounty to the Bank fishery. The Government can no longer continue it, but by way of easing down the withdrawal of the bounty, on all vessels built over 39 tons register and fitted for the Bank fishery, an additional tonnage bounty has been given. Mr. Scott has also referred to our mining industries. His statements relative thereto are incorrect. He will find on a more careful enquiry that the actual operations of 1880 were largely in excess of those of 1880, the quantity of ore exported was larger and the price was greater. At last the countries outside are beginning to take notice of our movements. Capitalists are being attracted towards us and for this we may largely credit the legislation of the past year which exceeding importance all the legislation of the past fifty years. From our geographical position and great resources we must one day become the foremost of the Colonies.

With regard to the settlement of the French Shore question he would merely say that it might have been effectuated long since were it not for our own apathy. We contented ourselves by sending protests and petitions to the Colonial Office and there the matter terminated. But if you want to achieve an object you must go yourself and travel to the fountain head. The North West and North east coasts must never again be called French Shore. Next year they will have their representatives in this House. He would no longer delay the House on

matters that must come up again for more extended discussion.

Mr. Green—in common with the two hon. members who have preceded him, the hon. Speaker and the hon. Mr. Winter, must complain of the manner in which the opposition to the Railway Contract of last year has been treated both inside and out-side of this House. We have been pictured as the Anti-Railway Party as the party opposed to progress and as the Starvation party. Now, there was not an honorable member of this House that opposed a Railway policy. It was only the contract we opposed or rather some of its terms. Our aim was to secure a better contract in the interests of the people, and for this patriotic course of action we have been disparaged and reviled and our motive dishonorably aspersed. So much malignity was imported into this matter, that it was enough that an applicant for work on the Railway should be one of my constituents ensure his refusal. Yet he, (Mr. Greene), speaking for himself, was proud of the course he pursued last year, satisfied with the consciousness that he was acting on no selfish motive, but solely in the interest of the people of this country.

On motion the House then adjourned till Monday at half-past three o'clock.

MONDAY, Feb. 27.

Pursuant to adjournment the House met at half-past three o'clock.

Mr. Kent presented a petition from the Proprietor of the Advocate newspaper, praying to be allowed to copy the Debates of the House of Assembly.

Mr. Rice presented a petition from the inhabitants of Twillingate and Fogo, on the subject of the Seal Fishery. He also presented seven other petitions on the same subject from various other parts of his district. The object of the petitioners was to endeavor to place certain restrictions on the existing mode of prosecuting the seal fishery by steam and sailing vessels. The hon. gentleman spoke at considerable length in explanation of the several points set forth in the petitions and asked the House for a favorable reception of their prayer.

Mr. Winter followed with some observations in which he condemned the course taken by the petitioners and asked the House not to entertain their prayer. Mr. Scott also deprecated anything like an attempt to interfere with the existing law applicable to the seal fishery. This was a matter for the whole country and not for a single section of it.

Mr. Winton presented a petition from the inhabitants of Bonavista Bay, praying for the erection of a Light House on Little Denier, near Barrow Barrow. The hon. member in a lengthy speech, warmly supported the prayer of the petition.

Dr. Skelton endorsed the views of his hon. colleague, and promised hearty support to the realization of the petitioners prayer.

Hon. Receiver General presented a petition from the inhabitants of Trinity Bay on the same subject as that embraced in the petitions of Messrs. Rice and Winton bearing on the alteration of the seal fishing law. The hon. gentleman spoke at some length on the merits of the petition, and concluded by saying that it was one on which few members of the Assembly from practical knowledge were competent to pronounce.

Several petitions were presented by the hon. Mr. Winter and Watson and Parsons from their respective districts.

Mr. Parsons gave notice of several questions.

Mr. Greene gave notice of motion for statements of compensation made for Right of Way for Railway Company.

Hon. the Speaker informed the House that his Honor the Administrator would receive the Speaker and a deputation of the whole House on to-morrow at one o'clock at the Government House with the Address of Thanks.

On motion the House then adjourned till 2 o'clock to-morrow.

TUESDAY, Feb. 28.

The House met to-day shortly before noon.

When the hour had arrived, appointed by his Honor the Administrator to receive Mr. Speaker and the House with the Address of Thanks in reply to the Speech of His Honor on opening the present Session of the Assembly—Mr. Speaker and the House went over to Government House and having returned to the Assembly, Mr. Speaker informed the House that he had presented the Address of Thanks to which his Honor replied as follows:—

Mr. Speaker and Gentlemen of the Hon. House of Assembly:

I am thankful for your Address in reply to the Speech with which I opened the present session, and for your personal congratulations. It is gratifying that we are in accord on the prominent subjects referred to, and you may be assured of my cordial co-operation in all measures you devise

for the advancement of this ancient Dependency of the Crown and my native land.

Government House, Feb. 28th, 1882

Mr. Parsons, pursuant to notice, presented a Bill to amend the District Court Act and Magistrates Court, and for the better administration of Justice. The Bill was read a first time. Ordered to be read a second time to-morrow.

On motion the House then adjourned till to-morrow at half-past three o'clock p.m.

WEDNESDAY, March 1.

The House opened to-day at 3.30 p.m.

Chairman Board of Works (Mr. Fraser), by order of his Honor the Administrator, asked leave to present the following Documents:—

Report of Hospital Physicians for 1881. Report of Superintendent of Poor Asylum for 1881.

Light House Expenditure for 1881 Special Grant Expenditure for each District for 1881.

Expenditure for Public Institutions for 1881.

Road Expenditure in the district of St. John's West for 1881.

Ordered that these several Documents do lie on the table.

The Financial Secretary (Mr. Winton) presented his official report for the year 1881.

Hon. Atty. General, (Sir Wm. Whiteway) presented a petition from the inhabitants of Hearts Delight, Trinity Bay, on the subject of roads.

The Financial Secretary, (Mr. Winton) presented a petition from the inhabitants of Greenspond, for the building of a retaining wall around a grave yard. It was nearly a century ago. The soil had been washed away and coffins and corpses were exposed to view. The work would not be expensive as the material was procurable in the immediate neighborhood. As the subject-matter of this petition was out of the beaten path he (Mr. Winton) trusted that the necessary means would be appropriated for the accomplishment of this work of common humanity.

Mr. Watson presented a petition from Wm. Thorn, and other inhabitants of Trinity Bay, praying for a sum of money to build a road leading to a grave-yard.

The Financial Secretary, (Mr. Winton) presented petitions from the inhabitants of Tickle Cove and Bonavista, on the subject of roads.

Mr. Parsons presented a petition from the inhabitants of Banfield on the subject of a road. In moving that the petition do lie on the Table, the hon. member complained of the condition of the roads in the city; of the apathy of the Chairman of the Board of Works in giving employment in snow-shovelling, and of the general absence this year, owing to the employment given by the Railway, of applications to himself for road money. He censured the manner in which the official Reporters presented his speeches and declared that he would report himself on all available occasions, both to the house and the country.

Hon. Premier (Sir William Whiteway) said he had been entrusted with a petition on a very important subject, numerous signed by respectable and influential persons in Conception Trinity, Bonavista, Notre Dame and White Bays. The petition affirmed the desirability of placing a Fog Alarm or Steam Whistle at the entrance of Catalina Harbor, in connection with Green Island Light House. For safety reaching this harbor—so valuable as a port of refuge—a Fog Alarm would be invaluable. This was a matter of a general and comprehensive character and one to which he had, on previous occasions, turned his attention. Catalina was the rendezvous from time to time in bad or threatening weather, for nearly half the population of the Island. In moving that the petition do lie on the table he trusted that immediate practical action would be taken to ensure the realization of the prayer of the petitioners.

Mr. Watson cordially supported the views of the petitioners and endorsed, to their full extent the observations of the hon. and learned Premier. He hoped that the Government would