

Continued from fourth page.
Even with no other return from the land but what he would require for his own consumption, a fisherman's expenses would be decreased, and the merchant would feel more confidence in advancing him supplies for the fishery. He believed that many of our people after a while would be principally, if not solely, dependent upon their agricultural operations. They had the very best assurance of our land being utilized in this purpose in the fact of capitalists embarking their money in an enterprise which could only prove remunerative from traffic arising out of these industries. Their calculations could not be verified without conferring great benefit upon the people of this country. It is asked where is the money to come from to pay the expense of the Railway? Some say, show us how it is going to pay and we will have no objection to give the money. It was not fair to put such a question as that. If a merchant imports a codfish for a dealer to be used at the fishery he gives it upon the faith of the voyage, and he has to take his chance, in nine cases out of ten, of the venture. In the matter of the Railway we had solid and trustworthy information quite sufficient to warrant the utmost confidence in the results of the enterprise. We are asked to pay \$180,000, and looking to the reasonable results which are likely to flow from the measure, he did not consider the amount at all beyond our means. We pay at the present time something like \$140,000 a year for the steam service in the colony. With regard to the question of increased taxation to meet the increased taxation to meet the expenditure there are many ways of considering the question. The taxation which presses most heavily upon our people is not what they pay in the revenue of the colony, it is the long prices they are compelled to pay for supplies upon credit. He did not blame anyone or any class for this condition of affairs. Our people have to pay forty or fifty per cent. Over a fair or reasonable profit. If a fisherman purchases a barrel of flour the cost of which is say thirty shillings and with the duty added thirty one shilling, he is compelled to pay something like forty five shillings for it. This is the kind of taxation from which it was our duty to endeavor by every means to relieve our people. The existence of a railway would, it was to be at least a means towards this end. Another heavy tax to which our people are subjected was enforced idleness during a great portion of every year. The operations of the Railway would have the effect of mitigating this great evil. As to the actual amount necessary to be raised to meet the subsidy for the proposed Railway, he would adopt the calculations made by the hon Mr Shea as approximately correct. The result of his calculations is, that taking into account the natural increase of population and the increase of revenue necessarily arising from the expenditure in the construction and maintenance of the line we should require to raise by an additional tax only about \$40,000 a year for the first four years, and afterwards about \$60,000 a year. Supposing that to be a fair estimate, what would it signify to our people? If we take the highest figure of \$60,000 a year, it would simply mean a charge of about one shilling per head upon the population at the date when it would come into effect. If the fishermen of the country were called upon to pay an extra shilling per head annually would they feel it or object to it? The richer classes would bear much more than their average per capita share of any increased taxation which might be imposed, and as a result the actual increased charge upon the poorer classes of our people would not be more than sixpence per head. He would go farther and contend that if necessary the fishermen of the country might be entirely relieved of any increased tax upon them. He however believed that the fishermen of the colony would not object to contribute their fair share of the charge, seeing that if the Railway were an accomplished fact, every fisherman obtaining employment directly or indirectly from the enterprise would save more than his share of the increased taxation upon the price of a sou-wester as compared with what he has to pay at present. Questions of detail affecting other most important interests of the colony have also to be considered. There was one question which presented itself forcibly in connection with Mr. Backman's proposal, and that was as to a lien holding land in this colony upon the same terms as our own people. I might at first appear strange and anomalous to us that strangers should come in and hold our lands. The objection, however, appeared to him (hon. Mr. W.) to be of a sentimental character. If there were any danger that by being so privileged, the aliens should eventually obtain a control or influence in our public affairs and thus bring about such an unenviable condition of things as frequently happens in adjoining great Republic, he (hon. Mr. W.) did not at present see any reason to anticipate anything of that kind. If outsiders come amongst us with capital for the purpose of developing our resources, they should by all means receive every encouragement. If they reap a benefit they must necessarily benefit the people and the country. If they should be desirous of acquiring landed property in this

colony it would be impossible for us to prevent them, because they would readily find the means of evading our laws or any laws that we might enact with that object. It was apprehended that there might be a danger of their getting possession of parts of our seaboard, and thus interfering with our fishermen. With regard to that, however, they have had ample opportunities already of doing this but have never taken advantage of them. As to the fishery upon the Banks, the most they could do would be to fit out from Newfoundland, the effect of which would be to create employment for a number of our own people. In conclusion he (hon. Mr. W.) would suggest as this contract was one binding upon the colony for all time to come, and as the question of details was one of paramount interest to the colony, it would be a wise course to submit the matter to the Legislature for confirmation at another sitting during the summer. Pursuant to the order of the day the House was resolved into committee of the whole upon the Railway Resolutions. —Mr Saint in the chair. Hon Attorney General—When this subject was last before the House the first resolutions having passed, he deemed it inexpedient at that time to press on further. While the principle of constructing the road by company was so unanimously affirmed it must be gratifying to hon members to see that each day brought renewed proof that the subject was being deeply and more favorably considered by the public. This spontaneous exhibition of the public feeling proved that when the people were satisfied that the vital interests of the country were involved, they would take pains to have their opinions formulated in the House. Reverting to the subject of the Resolutions before the chair, he the Premier observed that while he would not to proceed with undue haste, there should be no unnecessary delay. There was a matter which it would be expedient at this time to refer to: There parties who appeared to entertain the impression that the Betts Cove Mining Company and the Syndicate who proposed to construct the Railway were one and the same Company or in some way connected. "I state with authority" (said the Premier) "that the syndicate on the one hand and the Company on the other, are as separate an distinct as any two associations can possibly be." In moving for the consideration of the house to be given to the second resolution he did not mean to unduly urge his own opinions but would be most happy to modify them so as to meet the demand of the country. Should these resolutions be accepted by the house they would simply form a basis for negotiations upon the contract. The amount of the subsidy was limited to \$180,000 per annum and the grant of land to 5,000 acres per mile. If this should meet with approval then there were a great many details to be worked out, which could be done in committee of the whole house, such as the reservation of certain lands near the sea coast and certain other lands; the basis of selection of lands arising out of the fact that in some localities the company could not get the land agreed upon in alternate blocks. He would propose that the company deposit a suitable guarantee in either bonds or debentures in the Savings Bank as a voucher for the due performance of their contract and in negotiating with the company thereon. Three different laws were enacted in the matter which he conceived to be the constitutional method. He was not wedded to this opinion, however, and was rather averse to giving the Government too much power, but the responsibility would, in his opinion, rest chiefly with the Executive Government. He would follow the resolution just passed by the resolution which he now read to the house; no time should be lost in placing these resolutions before the Legislative Council. No legislative necessity for the safety, due performance and carrying out of the project should or shall be neglected. Allotting as it does the future of our own generations, it behooves us to be guarded in perfecting details. It may be necessary to adjourn over a month in order to communicate with New York. Then, it will be necessary to confer with the house before the completion of the contract in order to the continuation of those details. We might either adjourn over to June or July or have another session. Even if this session were protracted into the summer hon gentlemen would refuse the time and assistance necessary to the early termination of this matter. These, however, were matters upon which he would bow to the opinion of the majority. He would, therefore, move the following resolution:— Resolved, That it is the opinion of the Committee that he said proposal of the Syndicate represented by Mr should be adopted as a basis for a contract for constructing, maintaining and operating a narrow gauge Railway from St John's to Notre Dame Bay, with branches to Clarke's Beach or Bigus, and to Harbor Grace, provided that the subsidy shall not exceed the sum of \$180,000 per annum. Mr Plessier suggested that we should limit the amount to be paid—by inserting the words "not over \$180,000 per annum."

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.
Brigus—Mr. P. J. Power School Teacher
By Roberts—Mr. G. W. R. HIERLIHY.
Heart's Content—Mr. M. MOORE.
Bell's Cove } Mr. Richard Walsh, Post Office Little Bay.
Little Bay }
Twillingate—Mr. W. T. Roberts.
Fogo—Mr. M. Joseph Rendell
Tilton Harbor—Mr. J. Burke, Sr.
King's Cove and Keels—Mr. P. Murphy,
Bonavista—Mr. P. Templeman
Catalina—Mr. A. Gardiner.
Bay de Verds—Mr James Evans
Collier—Mr. Hearn
Conception Harbor—Mr. Kennedy
HARBOR MAIN—Mr. E. Murray.
SALMON COVE—Mr. Woodford
HCLYROOD—Mr. James Joy.
NOTICE.—This paper will not be delivered to any subscriber for a less term than six months—single copies fourpence.
All correspondence intended for publication must be sent in not later than Wednesday evening.
THE CARBONEAR HERALD
'Honest labor—our noblest heritage'
CARBONEAR, APRIL 22.
NEWFOUNDLAND RAILWAY
Prospective Advantages.
Having pretty clearly demonstrated in our last, the all powerful influence of railway communication, as the most effective agent of general progress and advancement of the present day, we would next direct the attention of our readers, to at least some of the many prospective advantages which may be confidently anticipated from its local application to the natural resources and home industries of this colony. With regard to the first mentioned particularly our agricultural and mineral resources, of the untold extent and inappreciable value of which we have the most undoubted and satisfactory evidence from the interesting reports of Mr. Murray and other gentlemen of acknowledged status and ability, we feel confidently assured, that nothing can possibly tend more effectually towards their development and extension than the application of an agency, which has invariably been attended with the most successful in other, and in many instances, far less promising fields of enterprise than in Newfoundland. Looking to the history of agricultural and mining enterprise in this country, to the many great, and it may be said, utmost insuperable difficulties and disadvantages against which both have had to contend and the amount of success which in the aggregate has attended past efforts directed in these channels, how much greater benefits may be anticipated to energy and enterprise engaged in the same direction when favored and sustained by the most improved speedy and effective means of transit and communication? Fully conscious as we are of the limited extent of agricultural and mining operations in this co-

lony to the present date, but thoroughly appreciating the value of what has been already achieved in the development of both industries, which may as yet be regarded as but in their infancy, we look forward with confidence to railway communication for the realization of incalculable benefits in both respects, far beyond what may be anticipated by many amongst us. Improved facilities of transit and communication being naturally productive of increased energy and enterprise in the development and utilization of our natural resources, must inevitably tend to increased settlement and colonization, consequent demand for and gradual augmentation of home industries and manufactures. Time and distance being shortened by railway communication, towns and villages will spring up throughout the country with their varied public institutions churches, schools and factories &c., labor instead of being as at present, depreciated will become enhanced in value, ample and remunerative employment will be afforded all classes of our people and happiness abundance and property will smile throughout the land.
RAILWAY DEMONSTRATION.
As referred to in last week's issue, we have now much pleasure in laying before our readers a copy of the Address presented to the Honorable John Rorke, on his return from St. John's, 14th inst., from the inhabitants of Carbonear, in congratulation of that gentleman's successful advocacy for an extension of the Railway to this town, and thanking him for the able manner in which he urged our claim before the Joint Committee, thus effecting the object of the wishes of the public as expressed in their Memorial. We should not here, omit mentioning that, during the demonstration, three hearty cheers were given for our worthy Premier (Sir William V. Whitway), for Alfred Penny, Esq., and for all the members of the Legislature who so kindly cooperated with Mr Rorke in advocating the Railway branch to Carbonear.
ADDRESS:
TO THE HONORABLE JOHN RORKE, M. H. A., M. E. C.
Dear Sir,—We, the undersigned, beg leave respectfully to approach you to offer you our heartfelt congratulations on the successful result of your able and earnest advocacy of our Memorial on the subject of the Railway to Carbonear.
We also gladly avail ourselves of this opportunity of expressing our high appreciation of your prompt and cordial co-operation with us on all occasions in promoting every measure conducive of the public welfare.
Wishing you with your amiable Lady and family many years of health and happiness we respectfully subscribe ourselves,
On behalf of the inhabitants of Carbonear,
Your most obedient servants,
EDWARD S. PIKE, Chairman,
MICHAEL DWYER, Secretary,
A. D. 14th, 1881.
REPLY:
TO MR. E. S. PIKE, Chairman,
TO MICHAEL DWYER, Secretary.
Gentlemen, and fellow townsmen of Carbonear, I most sincerely thank you for this expression of congratulations and approval of my advocacy of the prayer of the Memorial which you intrusted to my care for presentation to the Legislature on the extension of the Railway to Carbonear.
I assure you gentlemen that when coming into the town it was as remote from my thoughts as it is gratifying to me to be met by such a large body of respectable citizens as I now see before me, and to be handed by your Chairman and Secretary, so cheering a commendation of my services as your representative in the promotion of the public welfare and more especially of the great public work of a

Railway. And I am very glad to inform, you that I have got the assurance of the Premier and the rest of the Joint Committee, of their hearty approval and co-operation in effecting the object of your wishes as expressed in Memorial (if possible) having a due regard to the carrying out of the main line. I may also state that I had the support and approval of nearly the entire representative body of the Assembly.
For your very kind wishes towards Mrs Rorke and my family, I beg to thank you very gratefully.
I am, gentlemen,
Yours very respectfully
JOHN RORKE,
Carbonear, April 14, 1881.
To the Editor of the Carbonear Herald
Dear Sir,—Would you kindly insert a few remarks on the actions of the government, or our member who is responsible for their actions with regard to poor relief or any other matter. If I remember rightly, it was once said on the floors of the Assembly by our member, Mr Rorke, that there were no poor people in Carbonear. Now, who gave this gentleman his information, is it ever possible that he is so unacquainted with his constituents. If so, people of this independent district, lose no time in choosing another representative. To my own certain knowledge there are families amongst us who have not a bit to eat, not to speak of their clothing and fire need, and still our member will not get them relief. In the last Report of the Grand Jury, His Worship I. L. McNeil, Esq., said in his address to the Jury, something should be done at once to better the condition of our able bodied poor, and since then we have not heard of anything being done. Many families are, I can positively say, now advanced to the last stage of hunger, and some of them are through hunger, compelled to resort to robbery. Several persons are holding firm and not making their poverty known, but if some relief or employment is not soon offered to those parties they will be unable to cultivate their land or prosecute the fishery for the simple reason, the time will be so short they will be unable to regain what they are now losing, viz, time, strength and spirit. In conclusion I would here mention that a few hundred barrels of seed potatoes would be accepted if distributed through the district or employment to earn the same, and I feel sure that if the road grant could be at once spent on the Bunker's Bill drain, or some other drain, it would be of great benefit to the many suffering persons of this town.
To the Editor of the Carbonear Herald
Carbonear, April 20, 1881.
Dear Sir,—Monday night last witnessed many bonnet-hops, picnics, &c., in various quarters of this town, and at one given by several of our young ladies, and held at Spring Mount Cottage, eclipsed them all in point of magnificence. And notwithstanding the many difficulties to be surmounted proved a brilliant success and reflects great credit upon the parties who had the honor of being its superiors. Dancing commenced at 8 o'clock (sharp) and continued till a late hour of the morning. The principal features which characterized the whole proceedings were the orderly manner in which everything was conducted and the appearance of the young men who were mostly tall and straight as sapling eyamores, contrasting favorably with the graceful forms of the young ladies, whose general bearing and deportment proclaimed their many accomplishments. The spacious rooms of the cottage were literally thronged with guests who shortly after mid night assembled round the festive board and partook of a sumptuous repast which had been provided for them, after which several songs were delivered with pleasing effect, the whole combining to make the night a merry one. Nothing occurred to mar the happiness of the night festivities save the occasional sepulchral yell of an antiquated domestic of the feline species which had by some means contrived to place itself on the fence just opposite, or the coarse shout of some bacchanal retreating to his lodging place. Trusting that the cottage will soon be the scene of a similar entertainment, and not wishing to trespass on the columns of your widely circulated journal.
I remain, Yours &c.,
MOORELLO.

Local
The Addie Bridgewater,
The Cromwell New York at John's on We
The crew Lizzie, Captain John Rorke,
The Aurora left for LaHave.
The Murie here for Gibb with cargo of
The Elizabeth left for the 14th inst.
Duff & B West, Captain the 19th inst. fishery.
We are pleased to see schooner Dawe, Esq., schooner at Spauld's Bay.
Mr. Davis Methodist have been holidays with Superintendant Methodist Guild.
We were young lads, belonged to they had no eral days. that there state of hun
The Isabe arrived at local fishery port seeing on Monday man named crew of the off his thum ing a gun.
Late adv speak of the having been wise by the and that learn that places adjacent luck.—Nid
Intelliger here that st New York, ment have c time regulat ing vessels United Sta question of of this men the most fe no doubt al exerted on and those ward off a Ibid.
The fol from a S April 21st yesterday and pres last ever Bill. Bi House ad next, C pers vol copies p House au who sai steamer f sixty sh written, printed fo expected not likel May.
BIRTH— March the son.
DIED—O lingering ill resignation J Pearce, E for upward doctor H M The above law to our McNeil, Es